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ESTABLISHED 1845

June 1, 1921, Temperature 74

Barometer 29.79

Rainfall 3.51 inch

Humidity 82

June 1, 1920, Temperature 75

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HONGKONG, WEDNESDAY, JUNE 1, 1921.

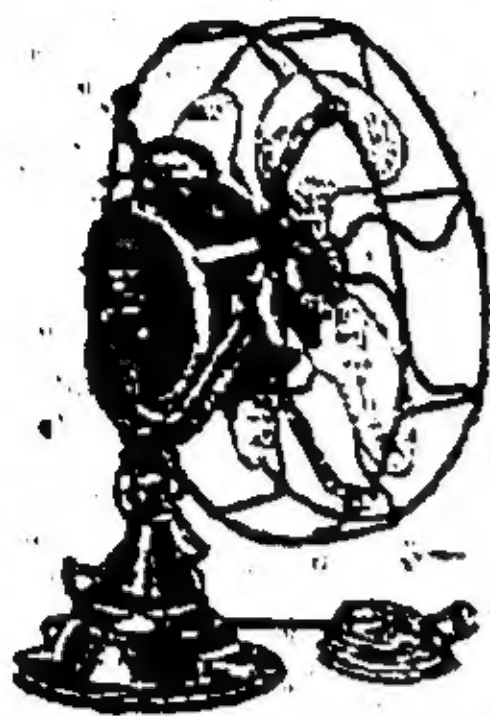
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TO-DAY'S CABLES.

(Routings Service to the China Mail.)

THE DERBY.

LIST OF PROBABLE RUNNERS FURTHER AMENDED.

FIVE MORE SCRATCHED.

LONDON, May 31.

Probable runners for the Derby are now as follows:—Goldendale (Bullock), Pacha Sahib (Winter), Craigcannon (Brennan), Alan Brick (A. Balding), Englishhawk (F. each), Westward Ho (A. Smith), Highlander (Holme), Hill Country (Griggs), Humarist (Donoghue), Roman Fiddle (Lance), Lemnoret (Childs), Leighton (Beary), Granary (U. Smyth), Syrian Prince (—), Euphrosynus (Cooper), Bohemian (O'Neill), Le Traquet (Garner), Our Prince (Walsh), Beauregard (Strydom), Granite (Whalley), Pride of Ulster (Barnett), Sirrah (Sharpe), Bright Orb (S. Course), Gloriosa (Carlsake), Goldfinder (Gardner), and Brinklow (—).

The following have been scratched:—Hill Country, Plato, Yellow Dwarf, Sunblaze, Bluecloud, Golden Myth, Polymester, Polemarch, Franklin, and Alados.

COAL DISPUTE.

A SMALL ADVANCE TOWARDS PEACE.

LABOUR COAL EMBARGO RAISED.

LONDON, May 31.

The Notts and Forests miners have rejected the Government's proposals for a coal settlement, but it is noteworthy that votes were taken on the assumption of the miners that the Premier intended to enforce arbitration. Mr. Lloyd George's denial of this intention yesterday altered the situation. Mr. Hodges, interviewed, declared that the wages question should be settled by the owners and workers mutually without invoking the aid of an outsider. The gap dividing the parties could be considerably narrowed if the owners were now prepared to submit proposals for a higher standard of wage than already proposed. Mr. Hodges' statement is regarded as a small advance towards peace.

EMERGENCY POWERS EXTENDED.

LONDON, May 31.

A proclamation to-night extends the powers already taken by the Government under the Emergency Powers Act empowering the Government *inter alia* to take possession of gas, electricity, water, and other works, to requisition food, material, ships, cargo, and passenger accommodation, to take possession of the coal mines, stocks of coal, and vehicles used in the distribution of coal, to fix the prices of coal, gas, and electricity, and to requisition or control the sale of motor spirit.

LONDON, June 1.

The railwaymen's and transport workers' unions have totally removed the embargo on the conveyance of coal which will now be handled for all purposes.

UPPER SILESIA.

ANXIETY AS TO POSITION OF BRITISH TROOPS.

A DELICATE SITUATION.

LONDON, May 31.

There is some anxiety as to the position of British troops arriving in Upper Silesia as the Polish insurgents have apparently established occupation with French connivance, and though the Germans have been exhorted to hold their hand there is a danger of German and Polish incidents as a result of which the British may be forced to abandon their passive attitude. The openly expressed anxiety of the Germans to help the British if the latter fail to restore order in the disputed area would cause a dangerous situation affecting the Entente. Meanwhile a meeting of the Supreme Council has been indefinitely postponed and the French press is urging M. Briand not to yield. The Allies' exchange of notes between London and Paris continues. A French note yesterday expressed the opinion that an immediate meeting of the Supreme Council was not desirable and would also be difficult with both M. Briand and Mr. Lloyd George absorbed in domestic politics. The note recommends that a committee of experts go to Upper Silesia immediately and prepare a report on partition, and Berlin and Warsaw meanwhile be vigorously enjoined to restore order.

WAR CRIMINAL TRIALS.

ANOTHER CASE OF ILL-TREATMENT TO PRISONERS.

LEIPZIG, May 31.

The third trial, that of Robert Neumann, a sentry working in a camp chemical factory at Pommersdorf, near Stettin, was opened to-day. Neumann is charged with the ill-treatment of prisoners but the real culprit is Sergeant-Major Trinke, who has disappeared and is believed to be in Poland. Trinke specially selected Neumann to execute his orders. SUBMARINE COMMANDER'S INNOCENCE.

BERLIN, May 31.

It is announced that the prosecution at Leipzig of Karl Neumann, the submarine commander who is charged with sinking the hospital ship "Dover Castle" has been abandoned as the preliminary examination established his complete innocence.

REDUCTION OF ARMAMENTS.

AMERICA'S FEELERS FOR INTERNATIONAL AGREEMENT.

WASHINGTON, May 31.

High official quarters state that the Government has already put out informal feelers for the purpose of sounding foreign governments as regards the conclusion of an international agreement for the reduction of armaments. It is believed that the Government hopes to induce one of the powers to bring the matter before the Supreme Council, on which America is not represented.

IRISH ENVOY ARRESTED.

VANCOUVER, May 31.

Mr. Esmonde, son of the Irish baronet, who came here from Australia, was convicted of seditious utterances and recommended for deportation. He was released on promising to leave the country.

THE DOLLAR.

Today's closing rate 2/5 7/8
Today's opening rate 2/5 7/8

FIGHT WITH HAMMERS.

WHEN SPONE COOLIES
QUARREL.

ANOTHER MAN'S WIFE.

Mr. W. B. Hind this morning conducted the defence of three Chinese charged before Magistrate Lindell with having assaulted two other Chinese with hammers.

The Magistrate: Are you admitting the assault, Mr. Hind?

Mr. Hind: No. My case is that the other side started the trouble.

The Magistrate: Then you admit disorderly conduct?

Mr. Hind: Nothing of the sort. The other people started the affair and got the worse of the argument.

Mr. Longinotto (for the complainants): With hammers.

The Magistrate: Your men were fighting, Mr. Hind?

Mr. Hind: I don't deny fighting, but we were not responsible for the start of the trouble.

In opening the case for the complainants, Mr. Longinotto said that his clients were *jobs* of a sand lighter.

On the morning of May 6, they were carrying stones from the shore to the lighter when the defendants came up and without any warning or provocation assaulted them with stone-breaking hammers. Both complainants were severely injured on the head. The cause of the attack was believed by the complainants to be an objection on the part of the first defendant, to Ko Fat, (one of the complainants) employing his wife.

Ko Fat corroborated Mr. Longinotto's statement as to the assault, and said that he was attacked from behind by the first defendant and four or five other men. The first defendant used a stone-breaking hammer.

By Mr. Hind: The witness knew of no reason for the assault. He had never had any quarrel with the defendants.

The Magistrate: If you continue to tell me such lies I shall refuse to listen to you. There must be a reason. People do not go about hitting other people on the head with hammers for no reason.

The witness: I know of no reason.

Mr. Hind: Who was carrying stones with you?—Ko Tam.

I put it to you that that is not true. Ko Tam was carrying stones with the first defendant's wife, and it was because of something that he said to the woman that the trouble started?—That is not so.

While the first defendant was speaking with Ko Tam about the incident, you picked up your carrying pole and attempted to strike second defendant. Your pole was taken away from you and you were struck as you were running away?—No.

Ko Tam bore out Ko Fat's evidence.

Mr. Hind: I put it to you that you were not carrying stones with your brother, Ko Fat, but with first defendant's wife, and you said to her "You are too pretty to carry stones. If you have no money I will give you some."

The witness: That is not true.

Mr. Hind: When her husband passed a little later she complained to him. He spoke to you, and your brother started the trouble?—No.

The Magistrate: Then what was the reason?—I don't know. Perhaps first defendant objected to my employing his wife.

The Magistrate: Do you expect me to go on with such evidence, Mr. Longinotto?

Mr. Longinotto: Your Worship is certainly not disbelieving all that the complainants have said?

The Magistrate: No, but they must know the reason.

Mr. Longinotto: I admit there must be a reason, but I submit that whatever reason there is, your Worship cannot discount the assault. The defendants could have no justification to inflict the injuries they did.

The Magistrate: If they won't tell me the truth, I can't convict. I discharge the second and third defendants because there is no evidence against them. The first defendant and the two complainants I bind over in the sum of \$100 each to keep the peace for 12 months.

Four Chinese cases of smallpox, three of which were fatal, and two non-fatal cases of paratyphoid fever, both Japanese, were reported yesterday.

In answer to a query by a correspondent who signed himself "A Bee," the N.C.D. News said:—Cricket is played in Hongkong from September, when the heat is waning, until the beginning of the summer heat in the latter part of April. During this period outdoor sports are in full swing, it being quite common to see several football and cricket matches in progress at the same time.

BUSINESS NOTICES

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Espesiales	\$3.50 25s	do.	4.75 50s
Jockey Club	4.50 25s	Londres	4.50 100s
Perfectos	3.00 25s	do.	2.50 50s

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PUBLIC AUCTIONS.

INTIMATIONS.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY, the 3rd June, 1921.
Hongkong, May 30, 1921.

IMPORTS AND EXPORTS OFFICE.

KNOWLEDGE.

THIS DEPARTMENT will be open for the reception of Import and Export Documents from 10 a.m. to 5 p.m. on FRIDAY, the 3rd June, 1921. Documents will be received on that day.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that Mr. F. J. CHAPMAN has been appointed Secretary to the Hongkong Jockey Club.

Applications for membership should be addressed to the Secretary.
Hongkong, May 30, 1921.

NOTICE.

HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, 11th June, commencing at 3.30 p.m.

The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club.
Soldiers and Sailors in uniform: Half-price.

The Stewards invite the LADIES of Hongkong to be present.
Hongkong, May 30, 1921.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the Offices of the Hongkong Jockey Club, on WEDNESDAY, June 8th, at 12 o'clock Noon.

H. BIRKETT,
Clerk of the Course.

Hongkong, May 26, 1921.

NOTICE OF REMOVAL.

THE EASTERN ASPBESTOS CO. have this day REMOVED their Offices to No. 2 Prince's Buildings, 1st floor.

BRADLEY & CO. LTD.,
General Managers.

Hongkong, May 28, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that the Powers of Attorney given to Mr. G. LAVERDURE, will from THIS DAY, be transferred to Mr. M. GIRARDOT.

PATHE ORIENT.

Hongkong, May 28, 1921.

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HISTORIC SHIPS.

THE COLONIAL CLIPPERS.

A STIRRING STORY.

C. Fox Smith, "The Woman poet of the sea," writes of "the Colonial Clippers," by Basil Lubbock, for a Home paper as follows:

"This book" (to quote its author's closing words) "is an attempt to preserve in written form what the fading memory is fast forgetting: the glorious history of the sailing ship."

And what stirring reading that history makes, with its tales of the ships and men who, albeit their heyday was little more than half a century ago, seem as Mr. Lubbock justly observes to have more kinship with the times of Drake and the Elizabethans than with the seafaring of the present day!

Wonderful ships and wonderful men ships like the big American and Canadian-built soft-wood clippers, "Lightning," "James Baines," and "Red Jacket," which sailed out of Liverpool with emigrants to the land of the Southern Cross in the days of the Australian gold rush of the 'fifties, whose logs contain such entries as "distance run (in 24 hours) 341 miles," and "ship going 21 knots with main sky-sail set." The latter entry having been the subject of endless nautical controversy for many years.

Wonderful ships commanded by such daring and skilled seamen as the famous Billy Forbes, of the "Marco Polo," whose name is still a household word wherever sailor folk come together.

"As long as square rig flourished," says Mr. Lubbock, "Forbes was the sailor's hero, and of no man are there so many yarns current in nautical circles."

He is the original of the story, "Hell or Melbourne," though it has been told of Billy Martin and other clippers. The yarn goes that on one of his outward passages, his passengers, scared by the way in which he was carrying on, sent a deputation to him begging him to shorten sail, and to his curt refusal he added that it was a case of "Hell or Melbourne."

Then came the days of the wool clippers, those beautiful ships with beautiful names, "Ascalon," "Thyatira," "Maid of Judah," of the Aberdeen White Star Line (not to be confounded with the pool White Star ships), the wonderful "Torrans," "one of the most successful ships ever built, besides being one of the fastest," whose whole career reads like a romance, and the splendid "Sobraon," the largest composite ship ever built, whose hull, after 45 years afloat, was as sound as a bell; the South Australian clipper, barques which, to quote Mr. Lubbock, "took a dive on leaving the tropics, came up to breathe at the Cape, and did not reappear again till off Cape Borda," and "when running down the easting were more like half-tide rocks than merchant vessels, being swept from end to end by every roving sea; and even in only a fresh breeze their decks were hidden by a curtain of spray."

Last come the big iron wool clippers, which up to the close of the century gallantly maintained the unequal contest with the invasion of steam, racing out to the Australian ports with passengers and general cargo and home with wool.

Among these were such celebrated ships as those of the Loch Line, the "Loch Etive" having at one period of her career Mr. Joseph Conrad as her second mate.

There is the solid stuff of romance in the life stories of these famous ships, perhaps among the most glorious fabrics ever created by the mind and hand of man—now, alas, only surviving in some few rare instances, mostly foreign-owned and with greatly diminished sail-plan, or as grumpy and neglected hulks ministering in foreign harbours to the needs of their triumphant rivals.

CHAMBERLAIN'S PAIN BALM.

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AMERICA'S TRADE.

REPUBLICAN POLICY.

SIGNS OF IMPROVEMENT.

The distinct improvement in the American stock markets last week reflected more confidence in the business outlook rather than any immediate pronounced improvement in industrial conditions here or the situation abroad. There have been signs, however, that events in America are shaping themselves to prepare for better times if the opportunity presents itself. Whether prosperity is near or far distant depends, of course, upon the successful solution by the Republicans of the knotty problems of foreign trade, tariff revision, taxation, and transportation. Events in Europe recently were not encouraging, but Americans do not profess to understand them, and rely upon the foreign exchanges to reflect their opinions. As regards England's commercial agreement with Russia, financial and industrial interests here were glad to be informed by the State Department at Washington that there is nothing to be got out of Russia under Soviet rule. They frankly admit that they were jealous of the English overtures at first, but as they understand it now your arrangement was for political, rather than trade, purposes, and there is no resentment. As the year progresses America's domestic problems become more pressing, with the knowledge that corrections must be speedily devised if they are to be effective as rapidly as popular sentiment demands. No one doubts the earnestness of the Republicans' desire to live up to their reputation and bring prosperity, and they will push their reforms probably a trifle more speedily than caution dictates. President Harding and Mr. Hoover intend to concentrate a great deal on expanding America's foreign trade, and will advocate liberal foreign credits, but they must square such policy with the apparent direct antithesis of high tariffs. A start has been made, however, by the Department of Commerce's plan scientifically to survey the foreign

markets of the world and report as to the best centres for the sale of American cotton, motor-cars, and a long list of other commodities. The scope of this survey, however, will depend largely upon the sympathy of Congress and its willingness to vote funds for the purpose and still be consistent with the declared policy of strict economy.

It is admitted that new and definite steps must be undertaken immediately to aid American commerce abroad, and overcome the handicap of the high premium on the dollar, because it must be confessed that very little progress has been made in securing private capital for the various schemes of the finance corporations for encouraging exports. Several larger groups of bankers are said to oppose all such undertakings, and it is questionable whether the general public is alive to the foreign trade situation sufficiently to induce investment in the bonds of foreign credit corporations.

America's labour problem is greatly helped by the fact that the average commodity price level is now about midway between the low record of 1914 and the peak of 1920. Labour, outside the railways, where contracts are still binding, has accepted wage reductions quietly and the railways themselves will be on a paying basis again when the wage contracts have been revised downward. The decisions of the Labour Board, however, even slow, and the question may even be taken to Congress. The railways in the meantime are making strict economy in other departments, a policy which benefits the stockholders but hurts other business. The liquidation of the so-called "frozen credits" has gone far enough here, it is admitted, to warrant a Bank rate reduction, but there are blazer questions to be considered. The Government is now at the parting of the ways between the policy of continued heavy expenditures and consequent inflation, or the path of economy and reduction of debt. The Republicans are being warned, however, against refinancing the Government war debts instead of paying them off gradually, and of committing themselves to a programme of extravagance which will result in the revival of inflation and high prices, and a reaction, from which will be a great deal more serious than the present readjustment.

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Mr and Mrs G. H. Mr C. A. Henderson
M. Bannerman, Mr R. H. Hochschild
Mr J. E. de Beun, Mr and Mrs A. de
champ, Jacobs
Mrs E. R. Bell, Mr P. E. Janssen
Mr H. L. Bell, Mr S. J. Johnston
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Mr and Mrs C. H. Mr E. Labansat
Reason, Miss H. Lillie
Mr and Mrs S. Biney, Mr G. S. Lynott
Mrs Blackburn, Mr J. F. Marias
Mr and Mrs A. E. Mr P. Marks
Bickett, Mr R. G. Matzeil
Mr R. G. Borville, Miss E. Merritt
Mr A. Bostedt, Mr W. B. Michie
Dr J. G. Lyon, Miss F. H. Mond
Browne, Mrs F. Mooney and
child
Mrs P. W. Buckley, Mr and Mrs H. G.
Mr A. A. Charlton, Mr and Mrs H. G.
Mr C. M. B. Cottrell, Mr S. P. Murphy
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Miss F. A. Deakin, Mr J. R. Murray
Dr G. Donald, Mr H. M. O'Neill
Mrs M. Donnan, Miss D. E. Peppercell
Mr and Mrs C. M. Mr S. C. Perry
Edie, Mr J. B. Reay
Mr A. H. Fenton, Mr A. W. Robinson
Engineer-Captain Mr R. R. Roxburgh
Mr P. Ferguson, Mr R. P. Scott
Mr J. C. Finch, Mr C. B. Shanks
Mr C. K. Ford, Mr W. de Steers
Mr P. N. Forum, Mr A. Strop
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Mr and Mrs L. M. Mr H. C. Taylor
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Mr G. Greiner

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Major Cassell, Mr G. L. Hastings
Mr & Mrs C. Mon, Mr G. L. Hastings
Mrs Edie, Mr and Mrs R.
Mr H. L. Gray, Negro
Mrs R. Hancock

PEAK HOTEL.

May 28.

Mr McAlister, Mr R. Hutchinson
Mr W. Anderson, Mr and Mrs N. B.
Mr and Mrs W. Karanjia
Armstrong, Mr and Mrs Koon-
Mr & Mrs Ashton, Kolycky
Mr S. H. Atwater, Miss Kolycky
Mr E. C. Bell, Mr J. H. King
Mr R. E. O. Bird, Mr M. B. C. Lake
Mr L. R. Blacking, Mr H. P. Lamarch
Mrs D. R. Blair, Mr & Mrs Langridge
Mr P. Bonell, Mr J. P. Lloyd
Mr M. J. Breen, Mr A. Macgregor
Mr J. G. Bridger, Mr and Mrs J. F.
Mr H. B. Bridger, Miller
Comdr. and Mrs C. Capt. & Mrs H. S. Mills
Candler, Mr A. H. Penn
Lt. G. H. Currie, Mr and Mrs T. L.
Mr G. F. Caville, Perkins
Mr and Mrs J. A. Mr and Mrs W. H.
Chadwick, Roberts
Mr and Mrs T. W. Mr J. S. Robinson
Church, Mr and Mrs R. H.
Miss Clarke, Rogers
Mr & Mrs Cockburn, Mr W. Roger
Miss M. Cooper, Major & Mrs Saunders
Mr Cormack, Mr R. P. Shaw
Mr S. Crawford, Mr A. Findlay Smith
Mr B. Cowley, Mr E. Spies
Mr D. F. Cuthill, Mr A. T. Stebbins
Mr J. D. Danby, Mr J. F. Swindell
Col. C. W. Davey, Mr and Mrs S. J.
Eng-Comdr. W. Syrett
Dunlop, Mr Thompson
Mr D. D. Dryden, Mr T. B. Miller
Mr & Mrs Jones, Mr and Mrs Quaker
Dunlop, Van Ufford
Miss Fairly, Mr J. G. Vaux
Rev. and Mrs W. T. Mr R. A. Walter
F. Fairclough, Mr H. H. Webster
Mr F. W. Gibbons, Mr G. Wendenberg
Miss Gibson, Mr and Mrs Marshall
Mr D. Hall, Wood
Major Harding, Mr G. C. Worral
Mr and Mrs A. DMC. T. A. Worrick
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CARLTON HOTEL.

April 4.

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Mr B. C. Alderman, Mr W. W. Mallory
Mrs and Mrs W. W. Mrs B. E. L. Masao
Armstrong, Miss McDermid
Miss Armstrong, Mr J. C. Mead
Mr N. V. Barnett, Mr H. Merriman
Mr J. Berninoff, Miss Mayors
Mr W. J. Booker, Mr J. Park
Miss De Brett, Miss N. Patrick
Mr R. P. Brown, Mrs M. F. Peterson
Mrs F. E. Cameron, Mr J. Richard
Mr R. C. Candee, Mr V. T. Robertson
Miss H. Chillyward, Mr and Mrs F. J.
Mrs G. Campbell, Schwartz
Miss L. Dale, Mr C. J. Shield
Mr R. M. Donoghue, Mr F. Sloat
Mr R. Emsley, Miss B. L. Smith
Miss F. O. Ervin, Mr and Mrs Ohas. J.
Mr and Mrs Evans, Smith
Mr and Mrs H. T. Mr S. Stevenson
Glover, De and Mrs H. H.
Mr Wm. J. J. Gor, Stimmets
don, Mr A. N. Taylor
Mr P. R. Green, Capt. J. Thomson
Mr B. Hallingford, Miss Tomos
Mrs R. Hashim, Mr and Mrs T.
Mr A. Hashim, Valdes
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ACKNOWLEDGMENT.

Mr. and Mrs. W. Hardwick beg to thank all those who have sent expressions of sympathy and wreaths.

BIRTHS.

GELDART.—On May 22, 1921, at Kuling, to Mr. and Mrs. J. H. Geldart, a son.

HAYTORN.—On May 25, 1921, at Shanghai, to Mr. and Mrs. A. C. Haytorn, of a son.

LOBZOWSKY.—On May 23, 1921, at Shanghai, to Dr. and Mrs. E. G. Lobzowsky, a daughter.

CROSS.—On May 25, 1921, at Southsea, England, to Staff Surgeon G. C. Cross, R.N., and Mrs. Cross, nee Queenie Gray, eldest daughter of James Gray, M.M., Shanghai, a son. (By cable.)

GOOLDEN.—On May 20, 1921, at Bangalore, India, Madeline (nee Macfarlane), wife of Captain Guy Goolden, I.A.R.O., of a daughter.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, JUNE 1, 1921.

A "LONE ENGLISHMAN'S" LAPSE.

A "Lone Englishman" advertises in one of Hongkong's morning papers for a young and attractive European member of the fair sex—"in search

for a dinner"—"view to conversion!" The thing may be a stupid attempt at being funny, inspired by the title of a cinema picture lately showing here, or it may be the production of one of those Englishmen who, happily for our good name, are usually "lone," that is to say, rare and exceptional. One hears of them occasionally in the police courts at Home, like the 40-year old clerk at Westminster, charged with insulting behaviour to a Dutch girl, "One Sunday-afternoon he followed her about Dulwich Park from 2.30 until 5, and seemed to think that because he did not do anything offensively, either touching her or speaking to her, he was within his rights. He said in court that he thought if he had been a little more courageous he might have 'done better,' and was probably greatly surprised by the forty shilling fine imposed. There is a certain amount of pathos visible to the most superficial observer in a situation like that. Here was a man who ought to have been married and a father, at once amorous and timid, following like a dumb and devoted dog a female attraction. The tragedy of it is perceptible to the closer student of society, who realizes how nature is thwarted by our over-complicated civilization and how frequently in the case of bolder or more adventurous types such frustration leads to crimes of passion. In the case of the advertisement in the *Morning Post*, assuming it genuine, the male victim has 'done better' to convention, and should be warned lest his desperation lead him into trouble. The spotted Pail, who knew a good deal for a mere bachelor, has laid it down that it is

"better to marry than to burn," and our local "lone Englishman" might think it over, whether it were not better to get married than to allow the fires which inspired his unusual advertisement to smoulder within him and perhaps in the end destroy his grip on self-restraint. There is a very thin and weak railing between the man who stands at the street-corner ogling the girls and the temptation to sexual crime or misdemeanor, and the man who is reduced, in a promiscuous colony like ours, to advertising in the public newspapers for a paramour must be regarded as at least looking over that flimsy fence. Hence this entirely friendly warning. Love, sang the sophisticated poet, is of man's life a part; 'tis woman's whole existence. When it threatens so to occupy a man's mind as to be his whole existence, he is unmanned, and, unable to be woman, becomes beast.

HOME POLITICS.

Here in Hongkong there are no votes to influence and so no harm to be done by taking what most Hongkong British—wholly Middle Class—must regard as a perverse and wrong-headed line on Home Politics. Let us be perverse about the Menace of Labour, for example, about which Mr. George was recently so eloquent. In seeking answers to this perversity, our own middle-class faith may be strengthened. It does not matter what happens to the Advocatus Diaboli, presumably, in the anxiety of exposition, liable to be infected with the pernicious principles he expounds. As a writer in the *New Statesman* wittily says, people like us are like the Kaiser before the war. "L'etat, c'est moi" is our sincere slogan, and we are quite honestly convinced that anyone who differs from us is guilty of "lese-majeste." We suspect Bolshevistic activities, and smell sedition in the Advocatus Diaboli. Let us rise superior to this ignorant fear when the Advocatus in the *China Mail*. It is probably only trying to make us think, and doesn't really care a bit what conclusion we may come to in the premises.

That's so. "Let us show these people we can do without them," exclaimed a middle-class lady at Home, apropos the miners' strike and the Georgian jeremiad. But we cannot, of course, do without the working classes, the coolies who do all the dirty jobs for us. We can, when annoyed with the cooking, throw our dinner at the waiter, but we cannot do without food, and we know it. We cannot do without the miners.

Can we afford to kill them? That appears to be the present Government's solution of the Labour Problem. In a bit of artful propaganda, for which it employed the naive pen of that vivid writer Ian Hay, the Government apologises for the big army it has called up to meet the "grave" menace of Labour extremists. In the course of this quite readable article about "The New Hundred Thousand," Ian Hay tells us that the new Defence Force (organized to fight British Labour) is to "fight for the rights of the community as surely as the Old Hundred Thousand did to preserve its life." A company commander told him that many of the lads who had joined up were "fire-eaters out for a scrap," "a quotation no doubt calculated to intimidate the strikers with whom they are to scrap. But, says Ian Hay, the discipline is superb. There was only one defaulter one week, a man charged with 'interposing an interjection during church parade.' He had said, 'Oh, Lord, please make the Bolsheies good again—but not just yet.' It is interesting to reflect that this spirit is beamingly approved in an article which is circulated free to the newspapers by the Government—at the taxpayers' expense. That is a mere bagatelle, of course, compared with the cost of maintaining an extra army of 300,000 men to fight—against British workers—for the rights of the community." The *Manchester Guardian* thinks it might have been cheaper to continue the coal subsidy, for which we did get something more solid than glory. The coalition, it points out, has an unlucky trick of copying the habits of the old government of Germany. This new army, bigger than our Regular army, is a typical bit of Malled First demonstration. And then this argument:

"When the foreign patentees of this method tried it upon us and other nations we all explained with great clearness and force what-fools they were to think that this was a likely way to cow Britons. Why? We declared, it was just the way to put up their backs and make them withdraw any concessions that they might have been meaning to make. We rather fancy the Premier himself joined in, saying it. And yet here in his Government conveying, with all the eloquence of rolled-up sleeves and handkerchieved blindness, that naked force is the only thing to be trusted, at bottom, to keep in order

the extremely typical Britons—most of them British ex-servicemen—who compose the Triple Alliance. Something seems to have gone wrong with the Cabinet's psychology."

The Government propaganda emphasises that the new army is "keep." The lad who asked God to make his rebellious fellow countrymen obedient, "but not just yet," was certainly keen on civil war. Since that is what it means (apart from the costly "bluff") the Government's propaganda, even from the chaste pen of Ian Hay, must be considered indecent.

Almost we fear that the company commander who told Ian Hay they were out for a scrap, "and nothing else" was right. Almost we are persuaded that good soldiers don't bother their heads much about who is the enemy so long as there is somebody to shoot at. This explains some of the horrors in Ireland. It explains the keenness about which Ian Hay and his Coalition employers are boasting. There is also another explanation presented by the *Manchester paper* as follows:

"Let us keep clear of cant in such matters. Of course any number of men are eager to get food and quarters, light work, and pretty good pay, at the height of the worst period of unemployment on record. Small blame to them. But we had all better have the honesty to own that in enrolling them the Government is charging us with a new unemployment relief charge of £1,000,000 a week, and that it is nonsense to suggest that the number of ready recipients is an expression of national admiration of the Government's Zehn methods."

One gathers that in the eyes of some naval chaplains the Deity is a British tribal god. Will not someone pray that He may deliver us, therefore, from politicians who set us by the ears, and who seem willing to encourage and hasten civil war amongst us? For his Chosen People most assuredly should not cut each other's throats.

LOCAL AND GENERAL.

Thirty-nine persons were banished from the Straits and F.M.S. during the month of April.

The mutual understanding arrived at between the Netherlands East Indies and Federated Malay States Government regarding their respective stocks of refined tin, as announced to the press in March last, has been extended for a further period.

A novel collision between a steam roller and a steam lorry took place at the corner of High Street and Sultan Street, Kuala Lumpur. Strange to say the steam roller was most damaged. The cast iron bar supporting the big roller was broken by the impact. The lorry escaped with slight damage.

Having absconded from Singapore in the early part of March this year with jewellery worth \$13,000 a Chinese named Yap Boon Chua was recently arrested in Hongkong, and produced in the Second Court, Singapore, by Chief Detective Inspector Costello on a charge of criminal breach of trust as a servant in respect of the property belonging to Lim Ching Sah, the proprietor of a jewellery shop in 688 North Bridge Road.

The Acting Premier of Queensland (Mr. Gillies) stated on April 21 when referring to the prospect of trade between Queensland and the East, that he understood that lack of refrigerating space had been an obstacle to a trade in butter in bulk form. Inquiries made in shipping circles, says the *Brisbane Courier*, elicited that the steamers of the "E. and A." line for years past have been carrying both frozen meat and butter from Queensland to the East, and never at any time has their space been overtaxed. The three steamers "Kaoowana," "St. Albans," and "Eastern" are all fitted with refrigerating machinery, and the agents state that on every voyage there has been vacant space for frozen cargo.

A Townsville message says: One of the through passengers from China by the *Eastern*, on April 28 had in his possession four of the counterfeit half sovereigns recently seized at Hongkong. This is the third occasion that counterfeit half sovereigns have been seized there, and in this seizure there were 988. They were captured on a Chinese jeweller who also had in his possession £2,000 worth of jewellery. The Chinese was arrested and was admitted to bail on his depositing the jewellery he carried with him, and he absconded. The counterfeiters were made in Canton, but the counterfeiters have not been found yet. The half sovereigns were being sent to Singapore, Java, and no doubt would eventually have reached West Australia. The counterfeiters, which were all dated 1887, are described as some of the best ever discovered. Their intrinsic value is 7s. 3d.

SPECIAL CABLE.

OLYMPIA.

MORE RECORDS BROKEN.

[China Mail Special.]

SHANGHAI, June 1. Brilliant weather and superb sport marked the second day of the Olympiad. More records were broken, Japan winning the five miles two minutes behind the world record, and the Philippines winning all the sport distance events. A thousand Chinese girls will participate in a mass demonstration on Wednesday.

LOCAL AND GENERAL.

The Eastern Extension Australasia and China Telegraph Company announces a final dividend on old share of 2½ per cent., free of tax, making 10 per cent., free of tax.

The memorial arch being erected at the entrance to the Yokohama General Cemetery to the memory of British, American, French and other Allied soldiers, residents of Japan, who lost their lives in the World War is practically finished and is expected to be ready for dedication on Armistice Day, November 11.

The Asahi says that the Kobe Customs authorities have discovered the smuggling of cinema films, including American films, on a large scale. As a result of inquiries, it was ascertained that there are several accomplices in Yokohama, and consequently some officials of the Kobe Customs have been despatched to this port. It is stated that the smuggled films have been sold to various cinema companies in Yokohama, Tokyo, and other cities, and that their value exceeds ¥60,000.

Music lovers will have the opportunity of hearing 2 Concerts to be given in the City Hall in the afternoon of the 14th and 17th inst., when Vladimir Sirodo, Violin Virtuoso, and Harry Ore, Pianist Composer, will appear in solos and ensemble playing. These two young Russian artists have been playing with great success in Shanghai, Japan, etc. and are at present on an extensive concert tour. The arrangements for the concerts here are in the hands of Prof. Danenberg.

Among the passengers who left by the "Fushimi Maru" today was Mr. E. C. Tregillus, who was retired, under the new Superannuation and Retirement Scheme, from the Customs Service at Canton in the early part of last month, after forty-one years' service. Mr. Tregillus will visit Canada, where he has several brothers and sisters, and England, where he has a sister. His last visit to the Old Country was in 1891-2. He will return to the Colony at the end of this year and settle down at Ho-mun-tin in one of his own houses.

The inquest into the fatal accident to the aeronaut Lieut. McIntosh has been concluded. The jury found that no blame was attached to anyone. James Loughlin, one of the passengers, denied a statement that he got up in the aeroplane or that he in any way interfered with the pilot. A committee has been formed at Perth to arrange a memorial to Lieut. McIntosh. It was resolved to raise £5,000, of that sum £2,000 to be expended on a memorial, £2,000 to be given to McIntosh's relatives, and £1,000 to be devoted to a scholarship for children of returned soldiers.

It is of interest to note that the foreign population of China is reckoned by the Chinese Customs Administration to be 326,069. Of these the Japanese number 153,918 and the Russians 144,413. British come next with 11,182, then Americans 7,269. Next come the Dutch with 2,753 (including 591 proteges), and then the Portuguese with 2,282. It should be noted that Germans are given in the list as numbering 1,013. The list shows 4,278 Japanese firms in China, 1,569 Russian 679 British and 409 American. The list shows that nine German firms were in existence in China last year. China's population is estimated by the Customs as 440,934,000.

In the House of Commons, on April 20, Viscountess Astor asked the Secretary of State for the Colonies whether he recommended last year the formation in Hongkong of a local committee of Chinese, to supervise the conditions under which children and girls who were brought were employed; whether such a committee has been formed; and whether he will see that there are at least two British members on the committee? The Under-Secretary of State for the Colonies (Mr. Edward Wood) replied that such a Committee was recommended by Lord Milner, and there is now such a committee actively at work, composed of Chinese of high standing, whose services are of the greatest value in advising the Secretary for Chinese Affairs. The latest information is that a committee of Chinese ladies has been formed to assist the above-mentioned committee. I doubt if the usefulness of this committee would be to recommend the presence of British members, but I will consult the Governor.

FUNERAL.

MR. WALTER HARDWICK.

The funeral of the late Mr. Walter J. Hardwick, the son of Mr. and Mrs. W. Hardwick, of Quarry Bay, who died on Monday morning as the result of injuries received while bathing at North Point on Sunday, took place at the Roman Catholic Cemetery, Happy Valley, yesterday evening.

There was a large number of mourners present, including members of the staff of the Taikoo Dockyard, where the deceased was an apprentice, and a company of Boy Scouts, of which he was a former member.

The burial service was read at the graveside by Rev. Fr. Bianchi.

The chief mourners were the deceased's father, mother, sisters and cousins.

Among the large collection of beautiful floral tributes were wreaths from:—
Mother and Dad, Katie and Joe, Beatrice and Douglas, Desmond and Leonard, Uncle John and Auntie Eliza, Uncle Jack, Auntie Mary, Alice and Harry, May, Bertie, Arthur, Gladys and Ivor, Mr. Colin Scott, Messrs. Butterfield and Swire, Mr. and Mrs. G. Edkins, Mr. and Mrs. James Reid, Mr. K. E. Greig, The Taikoo Dockyard and Engineering Co., Ltd., The Staff of the Taikoo Dockyard, the apprentices of the Taikoo Dockyard, Mr. H. C. Resker, the Taikoo Sugar Refinery Ltd., the Staff of the Taikoo Sugar Refinery, the 2nd Bn. Wiltshire Regiment, Mr. C. H. Blason, Mr. and Mrs. G. A. Burn, Mr. and Mrs. T. Bateman, Mr. and Mrs. Martin, Blake, Mrs. R. Carroll, Mr. and Mrs. Drummond, Mr. and Mrs. Farrell, Mr. and Mrs. John Ferguson, Mr. and Mrs. Grimshaw, John Grimshaw, Mr. and Mrs. J. W. Glyn, Mr. and Mrs. W. J. Hill, A. C. Leggett, Mr. and Mrs. T. Matthews, Mrs. B. Matthews, Mr. and Mrs. Morrison, Mr. and Mrs. D. T. Morrison, Mr. and Mrs. G. McGleod, W. McGleod, Mr. and Mrs. J. B. MacLachlan, Mr. and Mrs. J. Mitchell, Mr. and Mrs. J. Muirhead, Dr. M. Obrenibski, Mr. J. Rodger and family, Mr. P. N. Ramsay, Mr. and Mrs. J. Russell, John R. Sell, Mr. and Mrs. A. Nicol, Mr. and Mrs. E. H. Summers, Mr. and Mrs. C. H. Summers, John Sloan, Mr. and Mrs. H. Stainfield, Mr. and Mrs. A. M. Thornhill, R. Wallace, J. B. Spiers, Mr. and Mrs. W. Wetherspoon, Mr. T. O. Wilken, W. H. Wells, and many others.

YAUMATI LOVE TRAGEDY.

ALLEGED MURDERER CHARGED.

JEALOUSY THE MOTIVE?

Before Magistrate Orme yesterday afternoon, the hearing was begun of the Yaumati love tragedy case in which a Chinese named Chan Chik-ling is alleged to have murdered his sweetheart on the night of May 11.

The accused was alleged to have stabbed the girl, and when she fled, chased her into an engineering shop where she collapsed and expired. When the police arrived, the dagger was found on the woman's body, but no trace of the alleged murderer could be discovered. A couple of hours later, while the body was being removed to the mortuary, a detective noticed a suspicious movement under a bed in the engineering shop, and removing the boarding, discovered the accused crouching underneath. The accused was known to the shop people as he had occasionally rendered them clerical service. He is alleged to have openly admitted the murder at the Police Station, and again when brought before the Magistrate about a fortnight ago. Although the accused gave no reason for the crime, the motive was thought to be jealousy.

After these facts had been outlined by the police, the accused was further remanded until Monday afternoon when evidence will be taken with regard to the relations between the accused and the deceased girl.

LOCAL PICTURES AT THE CORONET.

The undoubted excellence of the zoological photographs in the "Lost City" film has detracted attention from the local pictures at the Coronet. They deserve special mention. The serious countenance and attitude of President Logan at the V. R. C. sports are faithfully reproduced; but not more vividly life-like than the little drama played by Mr. Thomas Meek and Mr. Mitchell. Mr. Meek, wearing the usual chitoot, suddenly discovers Mr. Pathe at work, and pulls Mr. Mitchell out of the picture. The grimace of the Maratton winners are very convincing.

CORRESPONDENCE.

THE MOSQUITO CAMPAIGN.

[To the Editor of the "China Mail."]

Dear Sir,—From time to time your paper lets in sidelights upon the personality of the inimitable Adversarius, and one gathers he is a be-whiskered, bald, somewhat dissolute, intemperate, none too clean, but otherwise amiable old man. On the other hand it would appear he has somewhat come down in the world, to use a common expression, for he possesses a deep erudition, a keen psychological insight, and a facility for close thinking generally, that, in my opinion might be better employed.

I made a qualification as to his capacity for thought, for the latter, at times, appears to be somewhat loosely employed, due, it may be, to his advancing years, over indulgence in alcohol—a potent destroyer of the brain, as is well known.

Take, for instance, his paragraph of last Saturday headed "Skeeter Sanitation," in which he states it is a waste of time and energy on the part of the authorities to attempt to keep down the mosquito nuisance, as some of these insects would be sure to remain! By analogous reasoning one should not sweat flies, or kill rats or other vermin. I have yet to learn the Allies hesitated to engage the Germans on the grounds, it was impossible to destroy them all.

Yes Sir, Adversarius is wrong this time, as he will find if he goes into the question at any length. (Is it another example of his impish humour, though?) My stay in the Colony has not been long enough to gather experience for myself, but my fellow missionaries assure me that malaria is much less prevalent than formerly, thanks to the activities of the Public Health Department. Has your contributor never heard of the classic case of the Panama Canal? De Lesseps' gang of labourers were decimated by the fever-bearing mosquito; but the Americans, aided by the teaching of modern science, carried their operations successfully through, using screens and larvicides.

Let each individual assist by keeping the precincts of his own dwelling free from this disease disseminating pest, and it will not be such a Mrs. Partington task after all.

I am, Dear Sir,

Yours faithfully,

J. Mc L.

Hongkong, June 1, 1921.

WHY

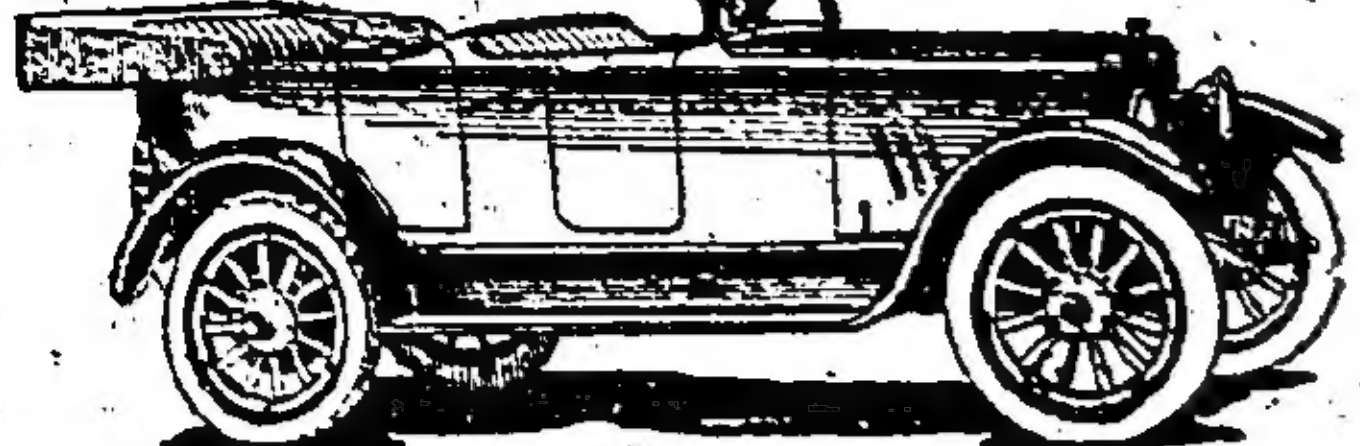
IS THE "SHIMMY" SO CALLED?

Just as the "bunny-hug" and the "turkey-trot" had their origin in the dance halls of the Barbary Coast and other sections which would hardly be regarded as respectable, the "shimmy" was born in the negro lives of the South, its undulating wiggles being peculiarly suited to the syncopated music so dear to the hearts of the race, which launched both "jazz" and "rag-time."

The name of this dance, while bearing little apparent relation to the pronunciation of the word, is derived from the French "chemise," applied to a rather intimate article of feminine wear. The negro tongue, being unable to master the true Gallic sound, translated the word into its own dialect as "shimmy," and the expression "Shake yo' shimmy, hon!" shake yo' shimmy" has been common throughout the South for many years. The recent popularity of jazz music, coupled with the muffled and almost barbaric tones of the "blues" has given added impetus to the negro dances. Little by little these movements have made their way—first into the dance halls of the whites, then to the stage, and finally in a somewhat deleted form to the ballroom. But, in the final analysis, "shaking the shimmy" means, the dancer is emulating a negro wench clad above the waist in a single piece of underwear and moving ecstatically to the strains of a melody which vividly recalls the tom-toms and war-drums of her native African jungle.

A Chinese charged before Magistrate Lindsell this morning with the unlawful possession of a dagger said that he was a peaceful citizen. He had been a hawk for 13 years. He was on his way to Wanchai when arrested. He carried the dagger for self protection against highway robbers. Inspector McDonald, who prosecuted, said that it was true the defendant was a hawk. He had been taken to see the C.S.P., who did not wish to press the charge. The Magistrate (to defendant). If you are afraid of robbers, carry a stout stick. This sort of weapon may discourage a robber, but it cannot discourage a dagger and a dagger you wish a caution. Don't buy another one.

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ODDS AND ENDS.

NANLY SCISSORS LOOT.

A Modern Salm.

French science has had a parallel loss to that caused to England by the recent death of Dr. Ironside Bruce. The latest victim in France to the dangers of X-ray research is Dr. Adolphe Leray, for 25 years director of the Radiographical Laboratory at the St. Antoine Hospital. Dr. Leray made 55,000 radiographic examinations during the war, refusing to take any rest until after the armistice, when he went to have two fingers amputated on account of erosion set up by the fatal rays. "My great satisfaction will be," he said, "if I succeed in saving others from the fatal rays who are less seriously attacked than I. They may, I hope, be cured. For me, it is too late."

A Malleus Spectre.

A somewhat malicious spectre was the ghost "the headless woman" it was called—that haunted Brook House, an old-fashioned residence situated in one of the South-Eastern counties of England. This apparition used to spend much of its ample leisure in over-turning articles of domestic furniture and throwing things out of windows. Occasionally it amused itself by dancing "madly." The Wesley's ghost of Epworth Parsonage appeared in various forms; sometimes taking the semblance of a badger, sometimes that of a white rabbit, which induced Miss Emily Wesley to remark, "aspirately, that it seems likely to be some witch." The Willington Mill ghost—the mill used to stand not far from Newmarket-on-Tyne—was wont to adopt various shapes—a cat, a rabbit, and a "limous sheep." Once, at least, it adopted the outward and visible form of a monkey.

Legal Stories.

Innumerable are the stories connected with the legal profession. Lord Herschell, one-time Lord Chancellor of England, used to relate how in addressing a forger of bank notes, sentenced to death, an eminent judge had said: "I can hold out no hope to you of mercy here, and I must urge you to make preparation for another world where I hope you may obtain that mercy which is due regard to the credit of our paper currency forbids you to hope for here." On another occasion, Chief Justice Cockburn vainly endeavored to stem the floodtide of eloquence that flowed from the lips of a barrister named Jones. "The time is passing, Mr. Jones," "Let it pass, my lord," with a wave of the hand. "There are three cases on the list after this Mr. Jones," "I, my lord, have studied the list, and in not one of the three am I or my client interested in the smallest degree."

Sponge not Vegetable.

Sponges were long thought to be vegetables, but they are now known to be animals. Their appearance when they come to the market is so unlike that of the living sponge that it is quite to be expected that seeing it only in use one would hardly suspect its origin. The sponge grows mostly at the bottom of the sea on rocks to which it is fixed by a kind of root. It is made up of a jellylike substance and a framework of tough fibres. This framework is really the skeleton of the sponge; it is the sponge of commerce. The skeleton is covered with a jelly-like substance and is sticky when taken out of the water. They are usually buried in the dry sand for a time until the jelly part decays. They are then put in wire cages into the sea until they are washed clean.

New Coins in Great Britain.

During the period when the price of silver was ruling at a level rendering the value of silver in British coins greater than the face value, the Treasury passed a Bill providing for the minting of coins with a very materially increased percentage of alloy. These coins were minted, and during December, were put into circulation. There is a noticeable difference in the appearance and feel of the coins, but the design remains unchanged. It is not at present known how extensively the new coins are designed ultimately to replace the old, but it is issued in sufficient quantities, the automatic operation of Gresham's law will result in the gradual and complete withdrawal of the old coins, and it is thus entirely a question of the extent to which the new coins are issued by the Treasury, whether the old coins are ultimately to disappear from circulation.

GENERAL ITEMS.

Dominique Lamberjack, one of the best known Parisian sportsmen, has made a new record of travel to the Riviera by motor nearly 526 miles from Paris to Nice, without a stop in 11 hours.

Sitting on a window-sill cleaning a window at his house in Brook-street, Bath, Joseph Clayton Parker, age 70, fell between 30 and 40 feet into the area below. He was impaled upon the spiked railings. He died immediately.

Two French sailors sprang on to a sleeping car of the Paris-Nice night express near Villefranche, stole an American woman's case containing £1,000 worth of jewels, and then pulled the alarm cord, escaping as the train slowed down.

The old Adelphi Theatre at Liverpool, built in 1795 and of late used as a cinema, was destroyed by fire. Several families lived in the upper rooms, and 30 persons, including 20 children, who were in bed when the fire began, were rescued with difficulty.

It is reported that "Charlie" Chaplin, who was divorced last November, is engaged to Miss May Collins, a 17-year-old Broadway beauty, who recently went to Los Angeles to play for the films. Mr. Chaplin, who is 30, refuses either to affirm or deny the report.

According to this wonderful Act (the Rent Restriction Act) a man cannot live in his own house unless he finds some other place for his tenant to go to. That is the beauty of the Act. It is ridiculous," said Mr. D'Eyncourt, the Marlborough magistrate.

Sixty-one boxes of gold, worth over \$300,000, were landed at Plymouth on arrival from India, by the P. and O. steamer "Dongola." The ballion, which is chiefly in bar, was forwarded to Southampton for shipment to New York by the "White Star liner" "Olympic."

A 40-years' task has ended. With the word "zyxt" (14th-century Kentish dialect for "thou seest") and a final flourish the compilation of the Oxford New English Dictionary is finished. The completed work will give more than 2,000,000 illustrative quotations.

The Australian Imperial Force has officially ceased to exist. The enlistments exceeded 418,000, being 39.7 per cent. of the total males in Australia between 18 and 44 at the outbreak of war. Of this total 59,258 died and 166,815 were wounded. Forty-four Victoria Crosses were won.

Crossing from Waterford to Fishguard aboard the mail packet "Great Western," a petty-officer of His Majesty's ship "Rocket," after telling fellow-passengers of his intentions, leaped overboard and was drowned. The man, who belonged to Wexford, was wearing several war decorations.

At Brighton Viscount Curzon, M.P., was fined £5 and costs and his licence was ordered to be endorsed for "driving a motor-car at a speed dangerous to the public in Preston-road." Eleven previous convictions, five of which occurred last year, were proved, and a new sheet had to be added to the licence for the fresh endorsement.

Mr. Charles W. Beal, whose recent death in Australia is announced, will be pleasantly remembered by many English cricketers. He was manager of the great Australian team of 1882 that beat England at the Oval by seven runs, and he came here again in the same capacity in 1888. Mr. Beal, who made many friends in this country, was born on June 24, 1835.

An unfortunate mishap has occurred at Northard Colliery, Lydney, Gloucester, one of the group of workings in which Lord Bledisloe possesses a controlling interest. The Hon. Hilary Bledisloe, his lordship's second son, was assisting his father in firing the boilers so as to keep the pumps working to prevent the flooding of the colliery when he inadvertently took hold of a nearly red-hot pipe, which severely burned both hands.

COMPANY MEETING.

"STAR" FERRY CO., LTD.

The twenty-third ordinary annual meeting of the "Star" Ferry Co., Ltd. was held at the offices of Messrs. Jardine Matheson & Co., Ltd., at noon to-day. Mr. D. G. M. Bernard presided and there were present the Hon. Sir Paul Chater C.M.G., Hon. Mr. A. O. Lang (Directors), Mr. W. S. Brown (secretary) and the following Shareholders: Messrs. J. Hooper, E. Sadick, Ho Leung and S. M. Chum.

The Secretary having read the notice convening the meeting and the auditor's report.

The Chairman said: Gentlemen: The Report and Accounts having been in your hands for several days, I propose, with your permission, to take them as read.

You will notice from the Accounts that the net earnings of our boats amounted to \$12,657.70 more than last year. This is almost entirely due to increases in the 1st and 3rd class traffic earnings other than season tickets; the earnings from the latter source are practically the same as last year. In this connection, I submit for your information, the relative percentages of earnings during the year from each class of passengers. They are:

1st Class Passengers 31%
2nd " " 1%
3rd " " 36.5%
Season Ticket Holders 20.5%
Railway Passengers 7%
Cargo and Sundries 4%

Acting on the advice of our Auditor, we have written up our share investments to their market value on 30th April this year and transferred the difference \$22,050.00 to the credit of Share Fluctuation Account. Owing to the considerable sums transferred to this account in past years to cover depreciation in value of our investments, the amount at credit of same has become unnecessarily large, and we have therefore transferred therefrom to the credit of Profit and Loss Account, the sum of \$58,715.00, leaving a balance of \$30,000.00, which is more than sufficient to meet future contingencies.

The larger revenue derived from interest during the year further increases the amount available for distribution, and your Directors therefore recommend that the Bonus from Interest Account be increased to 60 cents per share and, in view of the desirability of building up a Reserve Fund, that the sum of \$100,000.00 be allocated for that purpose.

I have nothing further to say in regard to the accounts and I therefore beg to propose the adoption of the Report and Accounts as presented. After they have been seconded, I shall be pleased to answer questions from Shareholders.

Sir Paul Chater seconded the motion and it was carried unanimously.

The confirmation of the appointment as director of Mr. D. G. M. Bernard was unanimously agreed to on the motion of Ho Leung seconded by Mr. E. Sadick.

The Hon. Mr. A. O. Lang moved that Sir Paul Chater should be re-elected a director. The motion was seconded by Mr. J. Hooper and carried unanimously.

On the motion of Mr. Ho Leung, seconded by Mr. E. Sadick, Mr. F. Maistland was re-elected auditor for the ensuing year at a remuneration of \$300.

The Chairman: Dividend warrants may be obtained on application. That is all the business, gentlemen—thank you for your attendance.

MR JOHN JOHNSTONE.

A FAREWELL BANQUET.

ENTERTAINED BY SHANGHAI CHINESE.

A farewell banquet was given at the Union Club of China by a number of leading Chinese business men in honour of Mr. John Johnstone on his leaving China. The hosts were: Messrs. Chu Pao-san, Fu Siao-en (both these were unfortunately unable at the last moment to be present), Lo King-kee, Zhi Li-kung, K. P. Chen, Pan Ching-poo, Chun Sut-kai, Ku Tze-woo, Pan Che-chuen, Lo Jackson and Chang Nien-yun, who took the chair. The guests were Messrs. John Johnstone, H. H. Fox, C.M.G., A. Brooke-Smith, H. Girardet, H. G. Simms, M. H. Logan, R. F. C. Master, G. N. Wilson and O. M. Green. The health of Mr. Johnstone was proposed by Mr. Chang Nien-yun in one of his wontedly felicitous speeches. Mr. Johnstone's reply taking the form of a valedictory which considerably impressed his hearers. Other very interesting speeches by Mr. Fox and Mr. A. Brooke-Smith followed and the party adjourned for informal conversation, terminating a very pleasant evening.

STOMACH AND LIVER TROUBLES.

No end of misery and actual suffering is caused by disorders of the stomach and liver, and may be cured by the use of Chamberlain's Tablets. Give them a trial. For sale by all Chemists and Grocers.

SMALL POX.

FINED FOR FAILING TO REPORT.

BODY "BUTCHER'S" EVIDENCE.

The Chinese remanded from last week on a charge of having failed to report a small-pox case, because Magistrate Lindsell thought it essential that proof should be given of the removal of the corpse from the defendant's house, was again before the Court this morning.

A mortuary coolie who styled himself a "butcher," a title which he explained by the statement that he helped the doctor to "cut open dead bodies," proved removal of the body in question, the only small pox corpse admitted to the mortuary that day.

The defendant, who said that he had nothing to say, was fined \$25. The Magistrate explained to him that contagious diseases must be reported in the interest of public health. It was for his own good as well as others to prevent a spread.

The M. M. ss. "Andre Lebon," which arrived here yesterday afternoon is taking away a record list of passengers. Among the well-known people who left Shanghai by the vessel are Mr. B. Adam, manager of the Banque Industrielle de Chine; Mr. and Mrs. G. S. V. Bidwell, of the Russo-Asiatic Bank; Mr. S. de Jastrzenbski, manager of the Russo-Asiatic Bank, and his wife; Mr. P. Cornu, manager, of the Banque Industrielle de Chine, Hankow; Mr. E. de Sigalas, deputy postal commissioner, and family; Mrs. S. A. and Miss M. Seretbrankoff; Mr. and Mrs. J. Thesmar, of Messrs. Fano, Basset and Thesmar; the Misses F. and M. White; and others.

TO-DAY'S

ADVERTISEMENTS.

NOTICE.

THE HONGKONG GARAGE.

WE have THIS DAY, opened a GARAGE at No. 20, Praya East, Waichai. Cars will be available for hire at moderate rates during hours. Livery cars are permitted to run, and at other times in emergency with Police permission. Telephone 3603.

THE HONGKONG GARAGE.

Hongkong, June 1, 1921.

SAVE LIFE!

UNEDUCATED, INCOMPETENT, MARRIED ENGLISHMAN, aged 35, no business ability, and "Right up against it," wants an employer. Apply Box 27X, c/o "China Mail."

ENGLISHMAN, 36, MARRIED, 14 years in China, excellent testimonials, open for immediate engagement. Apply Box No. 1291, c/o "China Mail."

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

HONGKONG HOTEL GARAGE.

REVISED CHARGES FOR LIVERY SERVICE.

NOTWITHSTANDING THE INCREASED COST OF MOTOR SPIRIT, ETC. WE BEG TO ANNOUNCE THE FOLLOWING REDUCTIONS IN CHARGES FOR CAR HIRE, AS FROM THE 1st JUNE, 1921:

OLD RATE.	NEW RATE.
LARGE CAR AT \$8.—PER HOUR	LARGE CAR AT \$7.—PER HOUR
" " WAITING AT \$2.—PER HOUR.	" " WAITING AT \$1.50 PER HOUR.
SMALL CAR AT \$6.—PER HOUR	SMALL CAR AT \$5.—PER HOUR
" " WAITING AT \$1.50 PER HOUR.	" " WAITING AT \$1.25 PER HOUR.

A Cheap Lamp is an Expensive Light
A PHILIPS LAMP
IS A PERMANENT ECONOMY
SOLE AGENTS
Holland-China Trading Co.
Hong Kong

TO-DAYS

ADVERTISEMENTS.

NOTICE.

THE GOVERNMENT BATHING BEACH at Stonecutter's Island will be Open for Bathing from FRIDAY June 3rd. By arrangement with the Kowloon Ferry Co. a launch to carry bathers only will leave the Pier at the end of Jordan Road, Kowloon, daily at 4.45 and 5.45 p.m. returning from Stonecutter's Island at about 5.15, 6.15 and 7 p.m. The fare for each passenger will be ten cents to Stonecutter's and back. A charge of ten cents will be made for the use of the beach.

Hongkong, June 1, 1921.

KOWLOON RESIDENTS' ASSOCIATION.

EXTRAORDINARY GENERAL MEETING.

A N EXTRAORDINARY GENERAL MEETING of members of the Association will be held at the St. Andrew's Church Hall, (the courtesy of the Vicar and Vestry), on FRIDAY, June 10, at 6.30 p.m.

To consider and pass Revised Rules of the Association.
By Order, Wm. JACKSON, Hon. Secretary

Hongkong, June 1, 1921.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO. LONDON AND STRAITS.

THE Steamship

"BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD., Agents

Hongkong, June 1, 1921.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction on

SATURDAY, June 4, 1921.

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

- 1 case Book-binder Cloth;
- 2 cases Rubber boots;
- 1 case Rubber Coat;
- 3 cases Thermos bottles and fillers;
- 1 case Thermos bottles and kits for bottles;
- 5 cases Clocks;
- 3 cases Straight Razors;
- 6 cases Cinnamon;
- 6 cases Dragon Blood;
- 1 case Copper Powder.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, June 1, 1921.

NOTICES

GOLFERS.

HAVE

"HOLLUSCA" RUBBER STUDS

FITTED TO YOUR SHOES

AND

ENSURE A FIRM STANCE.

PRICE \$2.00 SET.

SPORTS DEPT.

LANE, CRAWFORD & CO.

COMIC RECORDS

BY

BILLY WILLIAMS.

- G 6000—When Father Papered the Parlour
- Don't Go Out With Him To-night
- G 6001—A Lil' Lend You My Best Girl
- Wake Up, John Bull
- G 6002—Here We Are Again
- Mrs. B.
- G 6003—I've Found Kelly
- You're the One
- G 6004—Where the Crowd Goes
- Let's Have a Song

ANDERSON'S

(THE RECORD SHOP.)

Sole Agents:—

Suzuki & Co.

SAKURA BEER
Alexandra Buildings.
Tel. 468 & 457.

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H. M. Naval Yard.)

8, Ice House Street, HONGKONG.

TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

"THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

4, QUEEN'S ROAD, CENTRAL HONGKONG.

Tel. No. 125.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

FRANCHISE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Service to Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE TO THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—
To Macao—daily at 8 a.m. (Sundays at 9 a.m.)
From Macao—daily at 2 p.m. (Sundays at 3 p.m.)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tava, Oon & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

LLOYD TRIESTINO

TAKING CARGO BY THROUGH BILLS OF LADING
FOR LANT, BLACK SEA & DANUBE PORTS

FIGURE having been reopened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE AND TRIESTE.
Via SINGAPORE, PENANG and COLOMBO.

S.S. "NIPON" Sailing on or about June 20th.

FOR SHANGHAI.

S.S. "INNSBRUCK" Sailing on or about 21st May.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SIAM MARU Sailing on Friday, 24th June.

CANADA MARU Sailing on Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

PERING MARU Sailing on Thursday, 2nd June.

KANAKO MARU Sailing on Friday, 2nd June.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

KISBU MARU Sailing on Wednesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ALABAMA MARU Sailing on Thursday, 16th June.

ARIZONA MARU Sailing on Wednesday, 23rd June.

NEW YORK MARU Sailing on Thursday, 20th June.

NEW ORLEANS via SOERB.

JAPAN PORTS—Shanghai, Kobe and Yokohama.

HAYRE MARU Sailing on Thursday, 2nd June.

MALAY MARU Sailing on Monday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodations for 1st and 2nd class passengers and will arrive and depart from the O.S.E. wharf near the Harbour Office.

AMAKUSA MARU Sailing on Sunday, 5th June.

TAKAO via SWATOW and AMOY.

For sailing dates and further particulars please apply to Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"KNIGHT COMPANION" Via Panama Canal Sailing on 1st June.

"CITY OF MADRAS" Via Suez Canal Sailing on 13th June.

"DEUCALION" Via Suez Canal Sailing on 7th July.

"CITY OF NORWICH" Via Suez Canal Sailing on 13th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON BEISS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Sailing on 24th June.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 113, Connaught Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW AND SINGAPORE SHANGHAI June 2, at 10 a.m.

SHANGHAI June 2, at Noon.

AMOI AND SINGAPORE June 2, at 2 p.m.

SHANGHAI AND SINGAPORE June 2, at 4 p.m.

HOBOO, FASHOI & HAIPHONG June 2, at 9 a.m.

SWATOW AND SINGAPORE June 2, at 10 a.m.

SHANGHAI & FUKUO June 2, at Noon.

SHANGHAI AND TSINGTAO June 2, at Noon.

SHANGHAI AND FUKUO June 2, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent

Saloon accommodation, electric fans in Saloon and State

rooms. Regular schedule service between Canton, Hongkong, Shanghai

(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

VICTORIA VANCOUVER SEATTLE.

Calling Shanghai—Kobe—Yokohama.

S.S. "EDMORE" (Freight only) May 31 July 15th

S.S. "ELDRIDGE" June 20 July 30th

S.S. "WENATCH" July 25 Aug. 18th

S.S. "KEYSTONE STATE" Aug. 13 Sept. 2nd

FOR PORTLAND DIRECT.

Calling Manila—Kobe—Yokohama.

S.S. "PAWLET" June 15th

Through Bills of Lading issued to Overland common point Passenger and

Freight particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama.

"WANYAH" About June 8th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINE, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

THE ADMIRAL LINE

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

GLYMONT June 20th

Through bills of lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates. Apply to—

THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Adl: ADMIRALINE. Telephone 2477 & 2478.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "SAMARANG MARU" Sailing on or about 2nd June.

S.S. "BORNEO MARU" Sailing on or about 21st June.

FOR JAPAN.

Ports of call:—Moji, Kobe and Yokohama.

S.S. "CHERIBON MARU" Sailing on or about 7th June.

S.S. "MACASSAR MARU" Sailing on or about 26th June.

All steamers have excellent passenger accommodations, and are fitted

with Electric Light, Fans and Wireless Telegraph.

For further information please apply to—

K. SUZUKI, Manager, No. 5, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (Most) Kobe, YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMERS FROM HONGKONG TO VANCOUVER

Monteagle June 14 July 8 Metagama July 15 July 24

E. Russia June 23 July 11 E. France July 19 July 28

E. Japan July 12 Aug. 3 E. France Aug. 12 Aug. 13

E. Asia July 21 Aug. 8 E. Britain Aug. 13 Aug. 19

E. Russia Aug. 18 Sept. 5 E. Britain Sept. 10 Sept. 16

Monteagle Aug. 23 Sept. 16 Melita Sept. 23 Oct. 1

E. Asia Sept. 15 Oct. 3 E. France Oct. 18 Oct. 25

E. Japan Sept. 20 Oct. 11 E. France Oct. 19 Oct. 26

Other Atlantic Sailings every few days to Liverpool, London,

Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through

reservations made and tickets issued here. Early reservation necessary.

Three Transatlantic Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 122. Cable Address: CANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 13th Aug. 8th

HONGKONG to MANILA

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 13th Aug. 8th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA"

June 25th July 22nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, 108 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTING: SWATOW, FRIDAY, 3rd June, at Noon.

HAIPHONG: Capt. W. C. Cooper. DEPARTING: TUESDAY, 7th June, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Manager, DOUGLAS LAPRAIK & Co.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"OCEAN MONARCH" Sailing on 5th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to ZEBRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

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For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

For LONDON, GLASGOW, ROTTERDAM & HAMBURG.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASSY"	7,345	19th June	MARSHALLS, LONDON & A'warp
"DUNERA"	8,000	19th June	Singapore, Colombo & A'warp
"DELTA"	8,000	23rd June	MARSHALLS, LONDON & A'warp
"SYRIA"	7,000	23rd July	MARSHALLS, LONDON & A'warp
"KALIAN"	9,000	23rd Aug.	MARSHALLS, LONDON & A'warp
"KASHMIR"	9,000	19th Aug.	MARSHALLS, LONDON & A'warp

BRITISH INDIA-APCAR-SAILINGS (South)

"ARRATON APCAR"	4,413	2nd June	Calcutta, via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,100	31st May at Noon	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.
"EASTERN"	4,500	23rd June	
"KANOWA"	7,000	23rd July	

SAILINGS TO SHANGHAI & JAPAN

"PLASSY"	7,345	1st June	Shanghai
"DELTA"	8,000	8th June	Shanghai only.
"DUNERA"	8,000	8th June	Shanghai only.
"EASTERN"	4,500	8th June	Japan only.
"SYRIA"	7,000	23rd June	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by R.M.N. Company's steamers between Singapore and A'warp via Singapore and Madras in lieu of the section of their P. & O. tickets Singapore to Colombo.
All Cables are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

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Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omit Manila, Keelung) - Wednesday, 1st June, at 11 a.m.

KASHI MARU (omit Manila) - Friday, 17th June, at 11 a.m.

KASHI MARU (omit Manila) - Tuesday, 15th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU - Friday, 10th June, at 11 a.m.

SHIZUOKA MARU - Friday, 14th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIMA MARU - Middle of June.

LIVERPOOL & MARSEILLES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU - Tuesday, 21st June, at 11 a.m.

NIKKO MARU - Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA.

TORA MARU - Friday 24th June.

SOUTH AMERICAN PORTS via Cape.

AWA MARU - Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

KASHI MARU - Friday, 10th June.

CAIRO & RANGOON via Singapore & Penang.

MALACCA MARU - Monday, 6th June.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

NIKKO MARU - Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TSUBUGA MARU - Saturday, 4th June.

YOKOHAMA MARU - Monday, 5th June.

For further information apply to
NIPPON YUSEN KAISHA
E. YASUDA, Manager.

Telephone No. 244.

YARN MARKET

Messrs. Polshwalla and Kottwall

reported on May 31 as follows:-

Since our last report on the 28th May, the market has been very active, and buyers were freely making purchases at an advance of \$3 to \$5 per bale which resulted in the sales of about 7,000 bales, both for spot and forward, and stock being small in foreign hands, there was every indication of brighter prospects in near future, but the recent inauguration of Sun-yet-sen as President of Southern China, has created a grave and acute political situation, which has adversely affected our market and though further inquiry has greatly abated, prices have remained comparatively firm and at the close, the tendency is quiet but steady.

Total Sales 7,000 bales.

Unsold Stock 3,500 bales.

Bargains in Chinese hands spot and to arrive 10,000 bales.

Arrivals - From Bombay 13,000 bales.

Shanghai market has shown much improvement with large business passing during the interval but has slightly eased at the close.

Japanese Yarn - Owing to present ruling rates being unfavourable as compared with those in Japan, very small business has been transacted during the interval.

The following are the latest quotations:-

Bales Nagasaki No. 10s at \$ 165;

200 Bales Nagasaki No. 20s at \$220;

200 Bales 3 Horses No. 15s at \$ 213;

200 Bales 3 Horses No. 20s at \$ 222;

200 Bales Yellow Joss No. 20s at \$ 210;

223; 600 Bales Setsu No. 10s at \$ 155;

600 Bales Setsu No. 20s at \$ 233;

600 Bales Blue Fish No. 20s at \$ 231.

Raw Cotton - No Sales in Bengal or Chinese.

Stocks Bengal 150 bales, Chinese 100 bales (loose).

Quotations, Bengal at \$ 22 to 25.

Chinese at \$ 25 to 30 per picul.

Quotations only, no sales.

SAFE, SURE, ALWAYS CURES.

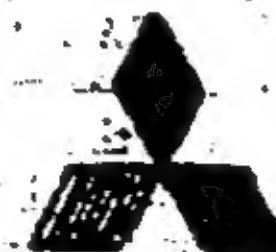
Do not suffer from cramp colic pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is given immediately.

You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Storekeepers.

You'll feel better
in the morning

if at bed-time you take a couple of Pinkettes when troubled with constipation, "liver," sick headache or biliousness. Pinkettes act as gently as nature, are laxative perfection because they create no habit, and neither gripe nor purge. They aid digestion, increase appetite.

Of chemists everywhere at 50 cts. the vial or post free on receipt of price from:
Dr. Williams' Medicine Co.
50 Seaboard Road, Shanghai



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Cable Address - IWASAKI.

Cable - A. I. A. B. C. 5th Ed.

Western Union and Beniley Agencies for: The Mitsubishi Marine & Fire Insurance Co.

The Osaka Marine & Fire Insurance Co.

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S. KOMURA, Manager.

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AMSTERDAM, ROTTERDAM, & HAMBURG BREMEN.

Steamer.	Loading.	For	Sailing.
ALCOR	June	Rotterdam & Hamburg	6th June.
ALCHIBA	July	Amsterdam & Hamburg	2nd July.
BERILL	August	Rotterdam & Hamburg	6th August.
B. J.	September	Amsterdam & Hamburg	4th Sept.
TOJIMANOKI	October	Rotterdam & Hamburg	3rd Oct.

For full particulars please apply to:-

JAVA CHINA JAPAN LYN,

General Agents, York Building.

Telephone No. 1574.

JAVA-PACIFIC LINE

- OF THE -

JAVA-CHINA-JAPAN LIJN

Steamer.	From	Expected on or about	Will leave on or about	For
S.S. "SALEIER"	Java.	3rd June	4th June	SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and our own machine shop with 500 feet long.

Yong Wing, 64, CONNOR ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shanghai, 100, N. S. Road, Hongkong.
Business is transacted on application.

ESTD. 1890.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"SIBERIA MARU"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on Saturday, the 28th May, 1931, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday, the 3rd June, 1931.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Monday, the 8th June, 1931, at 11 a.m. No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, May 28, 1931.

NOTICE TO CONSIGNEES.

THE Steamship

"AQUILEIA"

From TRIESTE, via VENICE, BRINDISI & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, May 30, 1931.

MASSAGE.

Mr. HONDA and Mrs. HONDA.

14 years' experience.

No. 24, Wyndham Street.

(Opposite to the China Mail).

NOTICE.

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AND

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MECHANICAL, AND

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ENGINEERS.

- DRY DOCK -

Length 787 Feet

Length on Blocks 750 Feet

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

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Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

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Operating For Eastern service for account of the UNITED STATES SHIPPING BOARD.

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(via HONOLULU)

"West Carmona," 17th June.

To VANCOUVER & SEATTLE (via MANILA).

"West Via," 25th June.

Also, cargo accepted for transshipment at San Francisco

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS.

SIBERIA MARU 30,000 June 10th.

TOYO MARU 25,000 June 21st.

KORRA MARU 20,000 July 1st.

SHINYO MARU 25,000 July 15th.

IPERSIA MARU 20,000 July 30th.

TAIYO MARU 25,000 Aug. 13th.

Loading at Dairen and omit Nagasaki.

Loading at Dairen and omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO

SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

STEAMERS.

RAKUYO MARU 17,500 June 10th.

HONGKONG HOTEL CO., LTD.

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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

DISAPPEARING PROFITS.

BOTHER OVER A BONUS.

SIDELIGHTS ON CHINESE FINANCE.

Evidence of so conflicting a character that it led the Puisse Judge (Mr. J. R. Wood) to remark laconically that "not a single man had told the truth" was furnished in connection with a suit heard in the Summary Court yesterday when the Hop Yau firm claimed from Hui Kau, a former employee, a sum of \$173.15, said to represent wages overdrawn by the defendant, and a sum of 68 cents in respect of goods sold to him.

The plaintiffs, according to Mr. H. C. Lee, who appeared to support the claim, are in business in Hollywood Road as meat dealers. The defendant was engaged as salesman in April 1914 at a monthly salary ranging from \$10 to \$15, with a 10 per cent commission on the profits. It was contended that when the defendant resigned in April last his wages account was overdrawn to the extent set out in the statement of claim.

Mr. F. B. Mason, who represented the defendant, interposed that the correctness of the statement of claim was admitted. The whole point of the case, said counsel, rested on the non-payment of a bonus which the defendant claimed was due to him. The position was that the firm really owed him much more than he owed them.

Max Pan, a partner in the plaintiff firm, was the first witness called. He told His Honour that he took over the management of the business on February 11, 1918 on which date the defendant was paid 100 odd dollars in settlement of his account with the firm.

Cross examination by Mr. Mason disclosed that the witness knew nothing of the firm's dealings with the defendant prior to 1918. He said that before he took over the management he was only a sleeping partner and took no active part in the business. He did not know that a sum of \$2,500, representing the firm's profits during 1916 and 1917, had been embezzled by Kwan Chung, a former accountant who was now in Havana.

His Honour (to Mr. Mason): If the money was embezzled isn't that a fair indication that the firm did not make any profit for that period? Counsel: No. The defendant was not responsible for the embezzlement and I submit he is still entitled to 10 per cent commission.

His Honour: I am not sure. In reply to further questions by counsel the witness said that the wages books for 1916 and 1917 had been sold by Kwan Chung because they took up too much room. No money was made by the firm during those years and accordingly no bonus was paid.

Hong Wing, the next witness, said that he managed the business prior to 1914. There was, he said, no profit during the period 1916-1917 owing to the fact that the firm was constantly removing from one place of business to another. As a matter of fact the firm had made no profits at all during the six (Chinese) years he was running the business. That was why he handed over the management.

His Honour: Did the former accountant embezzle the firm's money? Witness: No. If he did I wouldn't let him.

Recalled at His Honour's direction the first witness explain that the sum of 100 paid to defendant was by way of a *chewkie* to encourage diligence.

The defendant in the course of his evidence denied that he received a sum of \$100 when the management changed hands. A sum of \$280 was, he said, owing to him in respect of his wages in 1918 but so far as it was paid to him because the accountant ran away with the firm's profits. He was told that he would be paid later on. At present he was employed in another shop opposite the plaintiff's business.

"What" His Honour inquired of Mr. Mason "do you think of the case now?" Counsel promptly submitted that, to his mind, the verdict must undoubtedly go to the defendant.

His Honour said that he was inclined in the plaintiff's favour. There was a dispute as to what happened when the managers changed over in 1918 but it seemed evident that there was a profit which disappeared with the absconding of the *shroff*. He was inclined to believe that when the firm met to consider the position at the end of the year they were prepared to pay the defendant his commission. Then apparently on February 10, finding their *shroff* gone, and with him their profits, they decided to continue the firm under the new manager and to close the account between the firm and defendant. The latter, it seemed, accepted the position and there was no real dispute as to the state of the account until the parties separated in March last.

His Honour gave judgment on the claim, with costs.

A case of piracy in Singapore harbour was concluded before Mr. B. Nunn, District Judge, in which a notorious character, named Sheriff bin Sadin was produced by Insp. Alexander, in charge of the Marine Police, on two counts of robbery in the harbour about two months ago. Accused was charged with having stolen some gold buttons, a sarong and a ring from a Malay on board the Dutch Government steamer "Theresa" and also with robbery of money from another Malay on board the "Emily."

Sadin is a hefty young fellow who seems to have the knack of going on practical expeditions and instilling the fear of death into those of his own ilk, for some of the witnesses stated in the box that he was a man before whom "they became limp and speechless" and that, therefore, they were unable to protect their property from his hands! It also came out that Sadin threw one man into the sea though fortunately the latter swam back to the vessel. A large number of Malays will probably be relieved to learn that Mr. Nunn convicted Sadin on both charges, as Insp. Alexander produced accused's finger prints showing he had no less than six previous convictions. He was sentenced to 18 months' rigorous imprisonment on each charge, to run concurrently, to be followed by 12 months' police supervision.

SHIPPING.

MARINE SALVAGE.

THE ROMANCE OF WRECKING WORK.

There is something very appealing about the work of marine wrecking companies as we call them, or marine salvage companies as they are known on the other side of the water, says "Scientific American," so much so, indeed, that the stories which we have published from time to time of the operations of our own wrecking companies have always been welcomed and appreciated.

The exigencies of the war, and particularly the submarine campaign, made a big demand upon the salvage companies to which they responded in right royal fashion, and the Liverpool Salvage Association has made a report which shows how positively amazing were both the activity and the successes of the salvage operations of the war. Thus, we learn that during the ill-fated Dardanelles expedition, 51 vessels sunk near the beaches all were speedily reclaimed by the wrecking outfit of the association. Within a period of ten days in the month of June, 1917, four steamers, with a total deadweight of 30,000 tons, which had been torpedoed and sunk in the English Channel were brought into port. It will be remembered that the "Lion" was badly holed by gunfire during the running fight known as the Dogger Bank action, and it was one of the company's vessels, the "Ranger," which brought the ship in. This she did by building a cofferdam of timber backed by cement around the smashed armour plate, and putting the ship into a sufficiently watertight condition to get home. Another notable rescue was that of the "Britannia," a pre-dreadnought battleship, which had torn open her bottom by stranding on the rocks of the Scottish coast. The hospital ship, "Asturias," which had been torpedoed, was saved by the salvage craft pumping out water from the ship at the rate of 12,000 tons an hour. It was the same vessel, "Ranger," that brought up K-13, sister ship to the submarine recently lost during manoeuvres, to the surface from a depth of 62 feet, and so rescued the crew after two and a half days' entombment on the sea bottom. So this one vessel steamed from one disabled vessel to another until she had covered in all 17,000 miles; and, not content with that war record, she did good work after the armistice in raising wrecked British ships that had been sunk in the attacks at Zebrugge.

That such wonderful results can be accomplished is due to the fact that marine salvage is a highly developed art, requiring special plant and a wide practical experience. If you asked a wrecking expert what were his most helpful appliances, he would mention, doubtless, compressed air, the centrifugal pump and the free use of timber, planking, and concrete; but he would also tell you there is no cut-and-dried system that can be given general application. In other words, every wrecked ship is a problem in itself. Inventive skill may find methods superior to these, but for the present they control the situation.

SIBBY MOTOR SHIP.

Messrs. Harland and Wolff, Belfast, launched the twin screw motor ship "Somersetshire" last month for the Bibby Line. She will be employed on the London-Colombo-Rangoon service. Her dimensions are 450 feet in length, by 57 feet beam and she is a vessel of 7,500 tons gross. The propelling machinery of the "Somersetshire" consists of two sets of six-cylinder, four-cycle Diesel engines of the Burmeister and Wain type. The installation is similar to that in the sister ship "Dorsetshire" now on service on this run. These vessels are classed 100 A1 at Lloyd's and have straight stems and cruiser stems. There are seven water-tight bulkheads which rise to the upper deck, and the double bottom extends all fore and aft, and can be utilised for fresh water, water ballast, or oil fuel. The equipment includes a powerful windlass, winches and patent steering gear and the whole of it is electrically operated.

AUSTRALIAN NAVIGATION ACT.

The office of the High Commissioner for Australia has received cabled advice from the Commonwealth Government that the bill passed by the Commonwealth Parliament in 1920 to amend the Navigation Act, 1912-1919, has received the Royal Assent, which was proclaimed in Australia on the 2nd March.

Owing to the disorganisation of shipping resulting from the war, enforcement of the original Navigation Act was deferred, and by an amending Act passed in 1919, provision was made to enable the Commonwealth Government to bring portions of the Act into operation without the necessity of proclaiming the operation of the Act as a whole.

A Proclamation has now been issued bringing into force on the 1st July next certain portions of the Act, principally those sections known as the "coasting trade" provisions of the Act, and other sections necessary for the administration of those provisions. The Proclamation also fixes the 1st October next as the date of the commencement of section 231, relating to the provision of wireless telegraph installations in ships.

GENERAL NOTES.

It is notified that information has been received from the Master of the "Edavana" that the unwatched red light on Tree Island was not burning on May 19.

The captain of the "Singkep," which came into Singapore reports that he picked up seven men from a sunken tongkong off Takong in the neighbourhood of the Dutch Islands.

While the "Tabada" was being berthed at Tanjong Pagar, Singapore, she came into collision with s.s. "Bengloe" lying near, causing damage estimated at four figures in Sterling.

The Dutch mail steamer "Johan de Witt" went into the King's Dock Singapore on Saturday week, to have her propeller repaired, as she lost a couple of blades in the Canal. She looks even finer in dock than at the wharf side.

Big reductions in the price of oil fuel for shipping are being made at various ports throughout the world, says a Home paper. At Bombay, Singapore, Shanghai and Hongkong the price per ton has been reduced from 180s. to 135s., and at Suva and Australian ports from 200s. to 150s.

The tug "Brabant" and "Utrecht," which are towing a floating dock to Surabaya, arrived on May 5 at Colombo, after spending about seven months at sea. The dock was left at a distance of 60 miles from Colombo, while the "Brabant" arrived there to take her supply of provisions. On her return to the floating dock the "Utrecht," which was standing by it, put into port immediately after the same purpose.

On May 15, the Howrah Bridge, Calcutta's much-abused gateway from over the Hooghly, was in imminent danger of being blown to pieces. A boat laden with ten tons of dynamite was proceeding with the tide to the Cosopore gun shell factory when it collided with a pontoon of the bridge and sprang a leak. Fortunately the dynamite did not explode. The boat was swamped, but the crew managed to beach it.

It is understood that the Koninklijke Paketvaart Maatschappij have a vessel under construction, named the "Plancius," which will take the place of the popular "Rumphius," now running between Singapore and Java ports. The "Plancius" will be larger than the "Rumphius," and have excellent accommodation, and will, in fact, be a large and luxurious passenger vessel. She is expected to take the run in these waters during the early part of next year.

A well-known firm of bullion brokers, in a recent circular, point out that India supplied China last year with silver when it was quoted Rs. 105 the 100 tolas, and has been buying it back at about Rs. 85. India bought great quantities of gold under Rs. 23 tola, and is now selling it at the profitable price of Rs. 30. The exchange operations between gold and silver in the East are of very ancient origin. The Egyptian code of Meres—dating, perhaps, between one and two thousand years before the present era—is thought by some authorities to be connected with the Indian code of Manu; probably of a much earlier date. In it is a reference to a ratio between gold and silver. We need not, therefore, be surprised if the people of India are adepts at the practice of exchanging the two metals.

CHINA COAST.

SHIPPING PERSONNELS.

LATEST CHANGES.

Mr. P. J. Malley, second officer, "Soochow," has gone chief officer, "Yingchow." Mr. A. Cook, from reserve, has gone second officer, "Soochow."

Mr. R. H. G. Ashby, from leave, has gone chief officer, "Fengtien." Captain G. Dyers, of the "Yingchow," is on leave.

Captain T. G. Beer, from reserve, has gone master, "Yingchow."

Mr. W. J. Chipper, second officer, "Chungking," has gone second officer, "Fengtien."

Mr. T. McCowat, second officer, "Fengtien," has gone second officer, "Chungking."

Mr. F. Bennett, second officer, "Fengtien," is on reserve.

Mr. W. Peplow, chief officer, "Yingchow," is on reserve. Mr. R. Loughman, second officer, "Yingchow," is on reserve. Mr. J. Lough, from reserve, has gone second officer, "Yingchow."

Mr. G. Taylor, second officer, "Yingchow," is on reserve. Mr. H. Stansfield, third engineer, "Yingchow," has gone second engineer, same ship. Mr. A. M. McPherson, from reserve, has gone third engineer, "Yingchow."

Mr. A. N. McDonald, second engineer, "Hailow," has gone second engineer, "Hsin Peking."

Mr. E. McGivern, from reserve, has gone third engineer, "Yingchow."

Mr. G. W. Clark, second engineer, "Luanyi," is on reserve. Mr. J. H. Cameron, second engineer, "Hsin Peking," has gone second engineer, "Luanyi."

Mr. J. L. Matthew, supernumerary second engineer, "Hsin Peking," has resigned.

Mr. D. M. White, acting second engineer, "Ngankin," has gone third engineer, same ship.

Mr. P. Bell, from reserve, has gone second engineer, "Ngankin."

Mr. T. R. Pringle, chief engineer, "Ichang," has gone supernumerary chief engineer, "Hsin Peking."

Mr. A. A. Jamieson, from reserve, has gone chief engineer, "Ichang."

Mr. W. Henderson, rejoined, has gone supernumerary second officer, "Luanyi."

Mr. W. A. Balch, from reserve, has gone second officer, "Tungshing."

Mr. R. Frost, second officer, "Tungshing," has gone supernumerary second officer, "Suwa."

Mr. E. L. Sellaars has been appointed supernumerary second officer, "Laisang."

Mr. H. A. Houschen, supernumerary second officer, "Laisang," has gone chief officer, same ship.

Mr. C. More, chief officer, "Laisang," has gone chief officer, "Loong-sang."

Mr. C. M. Boas has been appointed supernumerary second officer, "Loong-sang."

Mr. J. L. M. Meikle, supernumerary second officer, "Kwong-sang," has gone second officer, "Laisang."

Mr. T. J. Tait has been appointed supernumerary second officer, "Chipping."

Mr. W. W. Hipkin, from leave, has gone chief officer, "Kumsang."

Mr. J. Rennie, third engineer, "Tuckro," has gone acting second engineer, "Choy-sang."

Mr. J. S. Macdonald, second engineer, "Choy-sang," is on leave.

Mr. L. C. George, second officer, "Hsinping," has gone chief officer, same ship.

Mr. A. M. Vinogradoff has been appointed second officer, "Hsinping."

Mr. L. F. Rals has been appointed second officer, "Toonan."

Mr. N. A. Salazaroff has been appointed second officer, "Heinchi."

Sinister rumours continue to come into Hankow from the south-western district of the province where the "Sheng Ping" seem still to be in considerable force. Fears are entertained for the life of a Belgian Father who, it is rumoured, has been murdered by these fanatics.

The cost of living at Home last November stood at 176 per cent above what it was in July, 1914. At the beginning of April it stood at 133 per cent. This drop of 43 points in six months is now being rapidly reflected in lower wages. During March, according to official figures just issued, 452,000 workers sustained reductions in wages, principally through the operation of sliding scales. In only seven cases, involving less than 1,000 workpeople, were the changes preceded by disputes causing a stoppage of work.

DAIRY FARM NEWS.

JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
Haddocks,
Kippers.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

HOME TRADE.

MANCHESTER MARKET.

LATEST WEEKLY REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, Manufacturers and Exporters of all kinds of Piece Goods to India, China, etc. reported on Wednesday April 20:-

The cotton markets have been in a waiting mood, for although the threatened sympathetic strike of the railway and transport workers has been called off, there are still no signs of any advance towards a settlement of the coal stoppage. Conditions have consequently been almost entirely governed by labour developments. The outlook for the goods trade is, however, still regarded very cheerfully, and with continued covering for both trade and speculative accounts, and in spot sales, prices have ruled firm and steady. There is little doubt that if the promise of better trade recently in evidence should develop when the coal dispute is settled, a steady upward movement may be expected, but it appears extremely unlikely that sufficient business will be forthcoming to cause any very substantial appreciation of values for some time. The Egyptian market was again stronger owing primarily to anticipations of Government steps to maintain prices, but at the close the tone is rather weaker. Trading in the yarn and cloth sections has been somewhat subdued owing to the uncertain outlook, for although most mills have sufficient coal to run for a few weeks on the present short time, the question of further supplies has to be taken into consideration where new business is offered. Enquiry remains good, but the transactions put through have not been so extensive, although staple lines are still in fair demand for many outlets. Whilst prospects are considerably improved, it can hardly be expected that a very much increased general turnover will be possible until further liquidation of stocks has taken place and the financial position made easier. This seems to be happening in some quarters and there is little doubt that where the necessary sacrifices are made to clear goods, the holders will be compensated by the very certain prospect of future business on the soundest possible basis of very low prices. India has again been the chief buyer and there is still much enquiry about, mainly for Calcutta. A few transactions have been arranged for China and there is an improved enquiry from the smaller Far Eastern markets are more hopeful. Yarn prices are steady to firmer but there is little change in cloth quotations.

CHEMICALS.

The report of Sir S. W. Royle & Co., Ltd., Manchester, on April 27 was as follows:-

Chemicals.—During this month the home market has been dominated by the coal stoppage and only a very moderate business has been done. There has however been some improvement in the over-sea enquiry, but the general uncertainty is restricting actual business. Sulphate of Copper has been moving more freely for both home and export, but there has been little change in values. Exports for last month were 5,431 tons against 3,350 tons for March, 1920, whilst for the first three months of this year they were 15,021 tons (value £595,410) as against 11,124 tons (value £432,588) for the corresponding period of 1920. Supplies of Green Copperas are small and price is higher. Acetates of Lime continue to be offered freely at lower prices and business in Acetic Acid is only limited. Acetates of Lead and Soda have been in fair request with little change in values. Nitrate of Lead is neglected. Carbonate and Caustic Potash have been only in moderate demand and prices are a little easier. Montreal Potashes also are lower. Yellow Prussiates of Potash and Soda have been in good demand, resale parcels have been cleared, and prices well maintained. There has been less call for white powdered Arsenic but stocks are not large. Some good business has been done in Tartaric Acid for both early and forward delivery and there is a distinctly better feeling as to the future. Good sales have been also made in Cream of Tartar chiefly for near delivery, and with stocks much reduced, higher prices are ruling. Citric Acid has moved freely. The demand for Bichromates of Potash and Soda is still only moderate and resale parcels of both British and imported makes continue to be pressed for sale at well below makers' limits. Stocks of Oxalic Acid are small and firmly held. Borax and Boracic Acid have been in better request at the lower prices ruling, but there is little doing in Phosphate of Soda. The demand for Alum and Sulphate of Alumina has not improved, although concessions in price are offered. Sal ammoniac and Murate of Ammonia have been little called for and there is some accumulation of stocks. Bleaching Powder and Caustic Soda continue in only moderate demand. Chlorates of Potash and Soda are unchanged. There is practically no business being done in Tar Products. Benzole is without change in value, but the quantity available is very limited, owing to short supplies of raw material. There is no demand for Toluol. Solvent Naphtha is without enquiry and price is lower. Cresote is easier but very little business is passing. There has been slightly better enquiry for Refined Cresylic Acid, but nothing is doing in Crude or Crystal Carbolic. Naphthalenes are inactive. The price of Pitch has continued to fall, but no business of importance has been reported recently as the shipping season is practically over and deliveries are not going forward to South Wales. Sulphate of Ammonia remains in fair demand.

Sundries.—Stocks of American Pearl Starch are only moderate, but they appear to be quite ample to meet current requirements. Some good business is reported for forward shipment at lower prices. Little has been doing in Farina but the market is steadier. Dextrine has been moving better and is in rather short supply. Only a limited business is passing in Sulphate of Barytes. Stocks of Turpentine are reported short and prices have advanced. There is little demand for Paraffin Wax and Scale and prices have eased further. Superphosphate continues in fair demand.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and Druggists.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SOLE AGENTS:-

HOLLAND PACIFIC TRADING COMPANY, LTD., HONGKONG.

MENTHOLATUM

the BEST REMEDY



FOR COLD IN THE HEAD WHEN
APPLIED IN THE NOSE.

OBTAINABLE FROM
ALL CHEMISTS.

TO-DAY'S CABLES.

(Reuters Service to the China Mail)

HOME CRICKET.

LATEST COUNTY MATCH RESULTS.

LONDON May 31.
Gloucester beat Essex by 60 runs; Middlesex beat Somerset by eight wickets; Warwick beat Worcester by four wickets; Leicester beat Glamorgan by 21 runs; Surrey and Sussex played a draw; and Yorkshire beat Hampshire by six wickets.

DJAMBI OILFIELDS MONOPOLY.

AMERICA TAKES EXCEPTION TO DUTCH STATEMENT.

WASHINGTON, May 31.
An American note responding to the Dutch reply on May 12, takes exception to the Netherlands' assertion that the United States protest as regards the Djambi oilfields was entered too late to affect operation of the policy.

BOXING.

MIDDLE AND HEAVYWEIGHT CHAMPIONSHIPS.

LONDON, June 1.
At the Albert Hall, in the 20-round middle weight championship of Europe, Johnny Basham (Wales) beat Gus Platts, the holder (Sheffield) on points. In the 20-round heavy weight, George Cook (Australia) beat Frank Goddard (Norfolk) on points.

SPORT.

CRICKET INTERPORT.

NOTES ON THE GAME.

Capt. Barrett got his century and a half yesterday morning. It may have been two centuries if Sayer had not been on the spot.

Of course the head line for today is Dr. W. E. O'Hara's bowling but he deserves more than a headline. He ought to have his name on the famous players' board.

Deeks let 14 byes go through but he made up for it when he stumped the biggest Hongkong scorer with a neat bit of work.

Oilerdissen in the field is as good as on the pitch. He made the best catch of the afternoon. It was a magnificent one-handed.

Muriel also is to be congratulated on the splendid catch he made. It was a hard run for the ball but he got it.

Hongkong's fielding was poor in comparison with the first day's exhibition.

By this time, Reed and Davis must have had a little under the arms for they have had a strenuous time bowling against the adamant Shanghai-lancers.

Quayle has not yet got back to his standard of bowling. He had a try yesterday but the captain deemed it wise to take him off after two overs.

All out for 80 is indeed tough luck. It is either the exceptional good bowling or the very bad batting that has done this for Hongkong.

Two little bumps on the pitch seem to cause a small amount of trouble to the batsmen. The rain and the roller will soon alter that.

The wickets fell so fast that the scorer in charge of the new scoring board could not keep up with the figures.

Sometimes the new board was misleading owing to the coolies' blundering ignorance of arithmetic.

The Press did not have to duck yesterday to avoid a six hit. Boundaries were few and far between and there were no sixes.

Shanghai tried to get Kumjahn out, but they couldn't. It was a run job indeed.

Hongkong's big hit for a six was obtained by Bagnall. The ball fell among the spectators.

COMING TO HONGKONG.

FAMOUS CONCERT SINGER.

Miss Anna El-Tour, accompanied by a Russian organ player, Mr. Joseph Yasser may give a number of song recitals in Hongkong. She is on her way from Russia to Europe.

Miss El-Tour is a graduate of the Petrograd Conservatoire, and held the post of a professor of singing at the Moscow Philharmonic. The repertoire of Miss El-Tour, being chosen from the concert and oratorio realm, embraces vocal literature from the miniatures of the 17th and 18th century up to such modern impressionists as Ravel and Debussy. It is noteworthy that the singer has five European languages and thus is able to interpret the items of her programme in the original tongue.

Mr. Joseph Yasser, her pianist, has held a professorship at the Moscow Conservatoire for several years and hopes to be able to give his own organ recitals.

Muriel saw blood when he tried to stop one of Bagnall's hits. Hayward came and took his place.

Capt. Barrett made the best catch of the afternoon. It was a jump for it, but his left hand closed round the leather.

Leach must have got a bit tired bowling, for one of his deliveries degenerated into a "Yorker."

Shanghai's fielding was very poor. Many catches were missed. Throwing was a bit erratic as well.

Deeks was a little anxious as to the number of byes he let through, but when he found that it was only two he was pleased.

The game was played in a different pitch yesterday and there was a decided improvement, although the turf was wet.

If the grass had not been soaked, Hongkong would have got more boundaries than they did.

There were no "ducks" for Hongkong in their second innings, but there were a few cocktails in the pavilion.

Sir Everard Fraser, Rear Admiral Barrett and Commander Hartford were among the spectators.

It was rumored that Hongkong never expected to win after the first innings. J. J. L. in Shanghai Times of May 25.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

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"ANCHISES" 21st June London, Amsterdam & Antwerp
"LAUCHESON" 17th July London, Rotterdam & Hamburg
"MENTOR" 19th July London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"HECTOR" 3rd June Rotterdam, L'pool & Glasgow
"EURYADES" 9th June Genoa, M'los, L'pool & Glasgow
"OANTA" 18th June Marseilles, Havre & Liverpool
"EURYDAMAS" 10th July Genoa & Liverpool

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"TYNDAROS" 24th July
"PROTEUS" 3rd Aug.

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(via Suez or Panama)
"KT. COMPANION" 1st June via Panama

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"ANCHISES" 21st June for London
"MENTOR" 19th July for London
"TELESTIAS" 16th Aug. for London
"ASCANTUS" 30th Aug. for London

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BUTTERFIELD & SWIRE,
AGENTS.

POST OFFICE NOTICES.

GENERAL HOLIDAY.

The General Post Office will be open on Friday, 3rd inst. from 8 a.m. to 9 a.m. only.
There will be one delivery of ordinary correspondence and one collection of letters from the pillar boxes.
The Money Order Office will be entirely closed.
The District Post Office will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only and Sheung Wan Office which will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m.
There will be one delivery from District Office at noon.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 9 a.m. on the previous day.

INWARD MAILS.

From	Per
THURSDAY, JUNE 2.	
Shanghai	Soiyang
Shanghai	Chinkiang
Japan	Atsuta Maru
FRIDAY, JUNE 3.	
Shanghai	Thuruga Maru
SATURDAY, JUNE 4.	
Shanghai	Szechuan
Straits	Dumera
SUNDAY, JUNE 5.	
Calcutta and Straits	Totomi Maru
Japan	Malacca Maru

OUTWARD MAILS.

For	Per	Time
WEDNESDAY, JUNE 1.		
Seigon, Straits, and Bangkok	Kishu Maru	3 p.m.
Shanghai and North China	Flacey	3.30 p.m.
Shanghai and Wuchow	Kwong Yung	4 p.m.
Shanghai and North China	Chengchow	4.15 p.m.
Shanghai and North China	Hsin Fung	5 p.m.
Shanghai and North China	Alcor	5 p.m.
Japan	Bengalee	5 p.m.
Port Bayard	Hok Canton	5 p.m.
THURSDAY, JUNE 2.		
Japan and Seattle	Edmore	8 a.m.
Shanghai and North China	Yamato	9 a.m.
Shanghai and North China	Sosho Maru	9 a.m.
Shanghai and North China	Shansi	9 a.m.
Shanghai and North China	Sennings	11 a.m.
Shanghai and North China	Fooning	1 p.m.
Shanghai and North China	Chakong	2 p.m.
Shanghai and North China	Wingching	3 p.m.
Shanghai and North China	Hyanrang	3.30 p.m.
Shanghai and North China	Samarang Maru	2 p.m.
Shanghai and North China	Hector	

*Correspondence bearing vessel's name only

B.A.T.

CHINESE LOAN CANARDS.

R. A. T. LOAN CANARDS.

Shanghai, May 25.—Reuter is authoritatively informed that the reports in the Chinese press regarding the signature on May 23 of an agreement between the British-American Tobacco Company and the Bureau for Tobacco, Wines and Spirits, providing for (1) exemption from transit and (2) duties of 25 per cent. in Chinese territory and 20 per cent. in foreign concessions, (3) the payment of 100,000 taels to the Government in advance, and (4) the withholding of the preferential rights enjoyed by the British-American

Tobacco Company from competitors, are without foundation.
It is stated that the negotiations previously instituted were suspended on May 17.

Glasgow Territorials have reached nearly 70 per cent. their establishment strength.

Hotly pressed during a shoot near Dairing, a stag took refuge in a cowshed, but after driving out the cows was shot and shot.

To draw attention to his "drink more milk" campaign, Mr. Manning W. Doherty, Minister for Agriculture in the Ontario Cabinet, milked a cow in front of the Parliament buildings at Toronto, to the delight of a large crowd.

A WET MONTH.

RAINFALL IN MAY.

ONLY TWICE EXCEEDED.

The total rainfall at the Royal Observatory in May was 33.785 inches, the greatest on record for May except in 1889, when the total fall was 48.840 inches, of which 33.100 inches fell between 6.30 a.m. on May 29 and 3.30 p.m. on May 30.

The greatest fall on civil day was 20.495 on May 30, 1889, and the greatest hourly fall 3.400 inches at 4 a.m. on May 31. The corresponding figures for 1921 were 5.915 inches on May 24 and 3.250 inches at 2 p.m. on May 31.

In June, 1889, the rainfall was 34.375 inches. This is the only other occasion on which the total for May, 1921, has been exceeded.

The maximum rainfall recorded in July is 30.07 inches, in August 30.06 inches and in September 30.60 inches.

Normally June is the wettest month of the year with an average of 16 inches, July and August have 14 inches, and May 12 inches.

The total rainfall at Taipo in May, 1921, was 35.49 inches, at the Botanic Gardens 33.50 inches, and at the Matilda Hospital 29.67 inches.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Hopson," Capt. J. H. Ferguson, 1,359 tons, arrived this morning at 6.30 a.m. from Shanghai with 500 tons of general cargo.

The s.s. "Bengalee," Capt. F. Smith, 3,425 tons, arrived this morning at 6.57 a.m. from Singapore with 1,800 tons of general cargo.

The s.s. "Hilolung," Capt. W. Couper, 1,108 tons, arrived this morning at 9.15 a.m. from Swatow with 430 tons of general cargo and 25 bags of mail.

DEPARTURES.

The s.s. "Telemachus," Capt. Bentley, sailed for Saigon at 11 a.m. to-day with 1,400 tons of general cargo.

The s.s. "Kishu Maru," Capt. Ohuchi, sailed for Saigon and Singapore at 3 p.m. to-day with 200 tons of general cargo.

The s.s. "Knight Companion," Capt. Jowill, sailed for Boston via Taku at 4 p.m. to-day with 500 tons of general cargo.

CLEARANCES.

The s.s. "Edmore," Amer., cleared to-day and will sail for Seattle via Kobe at daylight to-morrow.

The s.s. "Bengalee," Br., cleared to-day and will sail for Nagasaki at 6 a.m. to-morrow.

The s.s. "Hsin Fung," Chi., cleared to-day and will sail for Shanghai at 6 a.m. to-morrow.

The s.s. "Fooning," British, cleared to-day and will sail for Bangkok via Swatow at noon to-morrow.

The s.s. "Sunning," British, cleared to-day and will sail for Shanghai at noon to-morrow.

TELL-TALE CANDLE.

FIXING THE TIME OF AN OLD-MAN'S MURDER.

Expert investigators from Scotland Yard were expected at Canton (Munmouthshire) to inquire into the murder of the old man "Billy" Richards in his lonely cottage.

Captain Leonard, an old friend, was one of the last to see him alive. On a Thursday night he had walked up to the cottage, knowing that the old man was lonely, and had spent half an hour with him.

Captain Leonard noticed that the candle in the kitchen where he sat had burned down to about an inch. When the house was entered on the Sunday morning the candle had burned out.

From these indications it is believed that the old man was in bed on the Thursday night when he was disturbed by a sound in the garden. Fearing chicken thieves, he probably went downstairs dressed in a shirt, trousers, and slippers and opened his front door. The murderer must have remained hidden in the dark until his victim appeared, when he struck him on the back of the head with an old garden spade so heavily that the blade was broken from the handle.

Dragging the body inside the house, the murderer then ransacked the upper rooms looking for money or valuables. Finally he buried the body under some hay.

It is announced by the management of the Hongkong Hotel Garage that, notwithstanding the increased cost of motor spirit etc. they have decided to make considerable reductions in the charges for car hire. The hourly rate for a large car has been reduced from \$8 to \$7 and the rate for a small car from \$5 to \$4. Waiting charges have been revised proportionately.

ENTERTAINMENTS.



V. R. C. Sports

"THE LOST CITY"

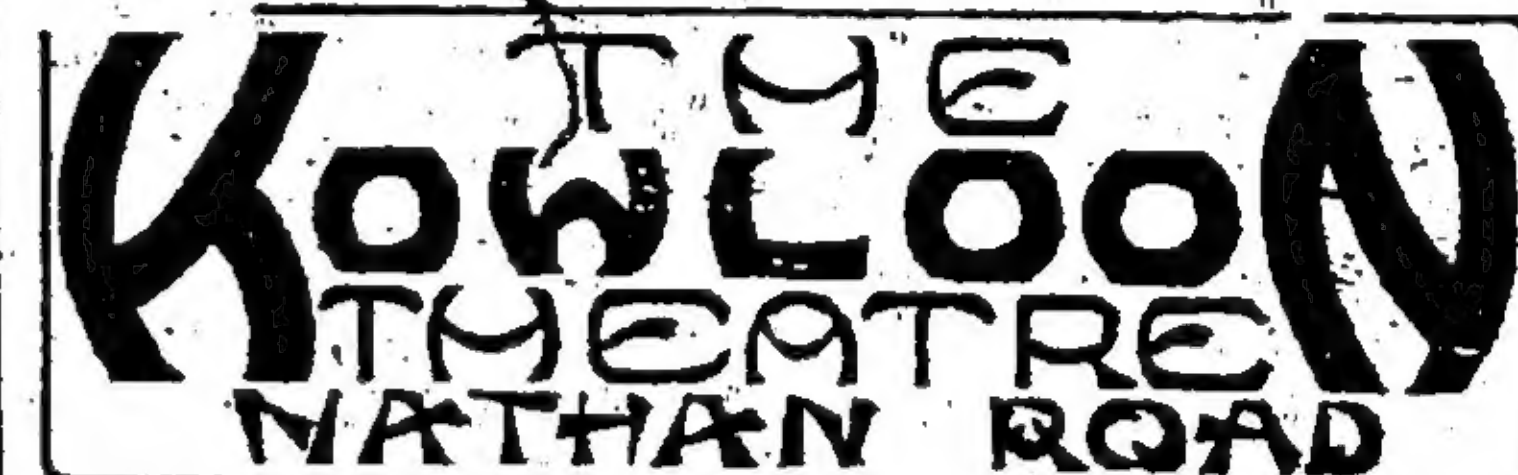
Episodes 1 & 2

CHARLIE CHAPLIN

"THE BANK"

At 2.30, 5.15, 7.15 and 9.15

THE CORONET



WATCH THIS SPACE
FOR OPENING DATE

HONGKONG THEATRE.

TO-NIGHT, at 5.15, & 9.15

CHARLES RAY

"THE SON OF HIS FATHER"

A Thrilling Story of Love, Youth and Ambition.

SUPERSTITIONS.

ROOSTERS AND COMPANY.

When a rooster crows in the front yard, or on the front steps, it is a sign that "company is coming." This is a superstition common in most sections of the United States, with slight variations in some localities. In some places it is a "stranger" who is coming.

The rooster was quite an important bird in the ancient mythological systems. Not only was he a "solar animal," sacred to the sun gods Osiris, Apollo, etc., but he was also, the symbol of Mercury, and Mercury among other things, was the patron of travellers. As the symbol of Mercury the cock especially signified vigilance. It was believed by the ancients that even the fiercest beasts were afraid of the cock and even the lion fled at the sound of his crow or the sight of his crest. In short he was a valiant and efficient watchman and a patron of those who travelled.

Therefore when he crows in front of the house he announces, like the good sentinel he is, that "a traveller is approaching," "company is coming," a stranger is coming. He makes the same announcement to-day before the New England farm-house that he made when Maecenas came to visit Horace at his Sabine farm, nearly two thousand years ago, and is believed in just as implicitly with this difference: Horace could give an explanation—the explanation given above—of why he considered that the cock was announcing company coming; whereas the modern farmer has lost the explanation and retained merely the superstition.

Mr. Frank Rhea, Trade Commissioner for the U. S. Department of Commerce, has returned to Shanghai from South China where he has been engaged for the past few weeks in investigation work.

The Yomuri says that ancient Chinese coins numbering 20,000 altogether, valued at Y300,000 according to the present market price, have been unearthed in the precincts of a shrine at a village named Moro, in Sawa district, Gumma Prefecture. On the 19th May, the shrine authorities engaged some coolies to dig out a big sacred tree which recently perished in the precincts, and these coolies found beneath the tree a large jar containing ancient Chinese coins said to be 1,200 years old. The discovery was at once reported to the local authorities.

BUSINESS DIRECTORY.

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LAZARUS, N.

Opticians.
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The Shanghai correspondent of

The Times Trade Supplement states that room exists for the development of Australia's trade with China, which at the present time is small, though during the past 12 months there have been signs of increasing activity. From Shanghai have been exported modest quantities of groundnuts (in shells), groundnut kernels, groundnut oil, cottonseed oil, wood oil, bristles, egg products, skins, strawbraid, silk waste, pongres and piece goods, and black tea. All these lines are capable of development, as also are the following imports from Australia: Tinned goods and foodstuffs, wire, nails, pipes and tubes, lead bars and timbers. There is also an opening for manufactured woollen goods, and a moderate prospect for Australian wines and beers, while the trade in tinned goods is capable of considerable expansion, especially in South China. Had there been better shipping facilities the war would have given Australia a better chance in this market than she actually enjoyed. Release of tonnage should make direct trade between China and Australia easier.

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